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## KALAT – QUETTA – CHAMAN ROAD PROJECT (SECTION 2 & 4) NATIONAL HIGHWAY (N-25)

MONTHLY PROGRESS REPORT # 5  
February, 2015

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## SUMMARY

The Kalat-Quetta-Chaman (KQC) road covering an overall 231 km of National Highway (N-25) starts near Kalat city and ends at Chaman, a border town close to Afghanistan. It traverses through five districts (Kalat, Mastung, Quetta, Pishin, and Qila Abdullah) of Balochistan Province.

National Highway Authority (NHA), Ministry of Communication and Works, Government of Pakistan (GoP) initially started widening and improvement of KQC road (N-25) in 2006 with ADB Loan No. 2019. For execution purpose, the road was divided into four sections namely; (1) Kalat - Khad Kocha section, (2) Khad Kocha – Quetta section, (3) Quetta - Jungle Piralizai section, and (4) Jungle Piralizai – Chaman section. Sections 1 and 3 (covering 120 km) were completed in 2010. The remaining sections (2 and 4) covering 111 km could only partially be completed due to worst law and order situation and subsequent expiry of ADB loan.

With an assurance of funding of US\$ 90 million by the United States Agency for International Development (USAID) in October, 2013, NHA assigned the balance / leftover works in sections 2 and 4 to M/s Frontier Works Organization (FWO) on EPC Lump sum basis in March 2014 for which formal contract agreement between NHA and FWO was signed on June 02, 2014. USAID has presently allocated US\$ 63.79 million under a Project Implementation Letter signed on May 12, 2014.

At the end of February, 2015, the status of the Project was as follow

### **Khad Kocha Quetta Section - 2 (length 54 km)**

The progress remained very slow during the reporting period due to cold weather. Construction of some of the road components were completed by FWO. The work on Asphaltic Concrete Base Course (ACBC) and Asphaltic Concrete for Wearing Course (ACWC) remained suspended and progress remained 87% for ACBC and 74% for ACWC.

Culverts construction was in progress at seven locations. Physical progress on construction of Box culverts and Pipe culverts were 22 % and 40 % (%age reduced due to inclusion of three culverts at Km.77+903, Km.78+305 in the scope by the client due to site requirement) respectively. Construction of retaining walls was in progress at one location i.e. km 98+03 to km 98+220 and 96 % work of retaining walls were completed.

Over all physical Progress was 69.19%. Accrued expenditure is US\$15.305 M until the end of reporting month. Out of which US\$ 2.211 M has already paid as Pre-construction cost. IPC 2 amounting to US \$ 5.645 M is under process

### **Jangle Piralizai Chaman Section - 4 (length 57 km)**

Construction of the road components namely Sub Grade, Sub Base and Aggregate Base Course was in progress in reaches from Km 107+775 to Km111+00, Km113+850 to Km. 115+00 and work on Asphaltic Concrete Base Course (ACBC) was in progress in the re-aligned portion. Progress of ACBC is 53%

Grouting of Rip Rap was in progress. Physical progress on construction of Box culverts and Pipe culverts were 38 % and 77 % respectively. Construction of retaining walls was also in progress at various locations and 59 % works were completed.

Overall Physical Progress achieved is 54.33%. Accrued expenditure is US\$ 22.644 M until the end of reporting month. Out of which US\$ 4.098 M has already paid as Pre-construction cost.

**COMMENTS / ISSUES / ACTIONS NEEDED**

- Progress achieved with reference to time elapsed is 30% against planned 42%.The matter was discussed in the Coordination Meeting held on 12<sup>th</sup> Feb 2015 .FWO informed that lag of progress is due to slack season and payments to sub-contractors. Pace is likely to pick up after slack season and payment of IPC to overcome the lag.
- Performance of Supervisory Consultants is not satisfactory. This issue has been discussed in Coordination meetings and Project Manager EGC was replaced recently and FWO placed additional supervisory staff in Section 4 which has resulted in better control. The supervisory Consultants are quite acquainted and familiar with methodology of Milestones as to completion for claim but it has been observed that the presence of supervisory staff is still lacking at some of the sites where activity is going on .The matter is continuously brought to the notice of NHA and FWO. PD NHA he was requested to coordinate his visits with AGES team whenever possible.
- Tests are being done by EGC but information about it not being shared as and when required.
- (AGES) is performing Quality Assurance and progress monitoring to verify the levels of workmanship and quality of materials as deigned in the design/drawings and technical specifications. FWO was supposed to submit their quality control plan to provide basis for the AGES Quality Assurance Plan. Submission of QCP is still awaited.
- It was informed in the Coordination meeting held on 12th Feb 2015 by PM FWO that quantities of cutting have increased tremendously and beyond the limit specified in the Contract Agreement and finishing level of side slope in Khojak Pass is yet to be achieved .He said that issue has been brought to the notice of NHA and guidelines being sought from FWO headquarters. PD NHA explained that as EPC contract, variation in quantities is covered.PM FWO pointed out that variation to the extent of 6.774 % is given in the Contract agreement and this is item of work is much beyond that.
- In the meeting of USAID officials held with NHA, FWO and AGES, it was decided that NHA will prioritize the additional works and proposal of replacement of Flexible pavement on Khojak Pass with Rigid pavement will be included. NHA in its letter of prioritization of additional works has omitted it. The matter was discussed in the meeting held on 12<sup>th</sup> Feb and it was decided that design of additional works as prioritized will be completed by FWO/EGC by end of February.



- Revised design/drawings of Causeways being constructed in Khojak Pass shared by NHA with AGES and comments of AGES that at certain locations, NSL is passing through foundation of the retaining walls. This implies that walls are being constructed on loose fill which is not desirable and therefore these walls will have stability problems. The D/S toe protection is also of significant importance from stability and serviceability point are provided to NHA for necessary action at their end.  
.
- The locations of village ramp roads had been identified by the NHA and Drawings/design were shared. FWO had started the work on village ramp roads in both sections for 100% completion of earth work milestones and has started following the proper sequence of construction activities as per milestones break up. AGES team is of the view that drawings are not in conformity with BOQ and matter will be discussed in the next Coordination meeting.
- R.O.W issue in a length of 1.75 Kms (from Km 111+950 to Km 113+700) is yet to be resolved in section 4. It was raised again in the Coordination meeting held on 12th February 2015. It is military land and as informed by NHA, Ministry of Communications has taken up the issue with Ministry of Defense to resolve the issue at the earliest.
- It was observed that in section 4 at RD 68+450 brick masonry wall in between the two units of battery cell culvert that will restrict the water way will remain intact as per original design. AGES is of opinion to reconsider the design as per site location. Design of Culvert at Km 69+980 has been changed to accommodate this gap. FWO/EGC was advised to share the revised drawings. Result of non-destructive test of compressive strength of base slab not yet shared however the work on superstructure has started.
- PD NHA committed to provide bridge design at Km 79+500 in Section 4 to FWO by 15th February 2015. The issue was again discussed in coordination meeting on 12th Feb 2015. PD NHA informed the house that Design Engineers from head office have visited the site and design is being prepared and expected to be completed by 15<sup>th</sup> Feb 2015.
- Profile drawings of sub-section 11 and 12 of Jangle Piralizai – Chaman road have been shared with AGES. The work is in progress but design/drawings of structures yet to be shared for review and validation although PD NHA assured of submission in due course of time.
- Specified test results for RCC pipes to be used in the pipe culverts in Section 4 were provided by NHA/FWO and were found in accordance with specifications conforming to NHA General Specifications 1998, item No.501.3
- NHA has still not facilitated the shifting of the sui gas pipe line at Km 96+615 and Km 98+044 as pointed earlier in Section 2 of the project. The matter was discussed in the

coordination meeting and NHA was requested for early action in order to avoid any mishap. It was decided that PM NHA will keep track of follow up.

- Overhead transmission lines at Km 88+200, Km 88+400, Km 88+600 and Km.91+940 on Pringabad Bypass in Section 2 has clearance less than 5.1 M and it will be difficult for heavy traffic to pass and can be dangerous. The matter has been brought to the notice of NHA for necessary action.
- No improvement has yet been observed in stone masonry executed on wing walls of pipe culverts and retaining walls at section 2. The said work requires rectification as per drawing and specification. The matter was taken up in the Meeting held on 12th Feb 2015 and it was decided that Committee will be set up by NHA to visit the site jointly to resolve the issue. Committee is yet to be notified by NHA
- Rain cuts have appeared on Khojak Pass in Km 95+500 which may prove to be dangerous to the carriageway. As the width is like to reduce if no remedial action is taken. Observation was conveyed to FWO team and EGC team at site during the visit of PM AGES. Rain cuts were also observed in the embankment constructed in the realigned portion near Sheelabagh. NHA is being advised to seek technical opinion for remedial measures.
- Work is on progress on both lanes of dual carriageway in Section 4 at km 113+725 to 116+424 causing hindrance to the traffic and creating hurdles for smooth execution of work. FWO was advised to continue to work on one lane and keep the other lane for traffic.
- PD NHA provided document of NHA about dowels and the revised drawings incorporating the changes indicated in the letter for earthen dowels with ABC and DST are not shared. The matter was discussed in the Meeting held on 12<sup>th</sup> February 2015 and was taken up by QAM AGES with PM FWO as well.
- More than 1 M. thick lean concrete has been provided for foundation of Culverts at Km 109+761, Km 108+279 and Km. 108+831 for which the drawings. However AGES has advised NHA to ask Consultants to demonstrate how lean concrete can be used as replacement to RCC with proper justification and whether thermal effects, shrinkage, impact of heavy loadings and their vibration considered in the design.
- Implementation / compliance on the decision taken in coordination monthly meetings are not satisfactory. NHA has to ensure to implement the decisions for smooth execution of project. Issues include:
  - ROW issue in Section 4 to be resolved
  - Sharing of drawings/Design of structures
  - Design of Bridge at Km 79+500
  - Sharing of test results

- Schedule of Construction activities
- Source approvals for Road materials
- JMF
- The first aid and ambulance facilities were also not available at construction activity and hill side cutting sites 0and FWO was advised to ensure safety protocols and take measures for keeping records of accidents / injuries to the workers during construction activities.

## **1 PROJECT BACKGROUND**

N-25 road linking the port city of Karachi with the border town of Chaman is a vital route for providing sub regional connectivity and facilitation of cross border trade between Pakistan, Afghanistan, Iran and Central Asian Republics. In March 2004, the Asian Development Bank (ADB) and the Government of Pakistan entered into a loan agreement to initiate the Balochistan Roads Development Sector Project (BRDSP), which included the rehabilitation of 16 provincial roads through the Provincial Communications & Works Department, and covered the widening and improvement the Kalat – Quetta - Chaman (KQC) road by the National Highway Authority (NHA). For effective execution of the project, KQC road was divided into four sections. Work on section 1 and 3 commenced in the year 2006 and was scheduled for completion in the year 2008 but eventually completed in November 2010. The remaining two sections 2 and 4 commenced in the year 2009 and were scheduled for completion in August 2010. Due to worst law & order situation and subsequent expiry of ADB loan sections 2 and 4 were suspended in August 2012.

NHA held negotiations with USAID office in Pakistan for provision of funding for the remaining as well as some essential additional works as funding from GoP was not readily available. Expanding its portfolio in assisting the people and Government of Pakistan, USAID pledged to provide funding for the rehabilitation and repair of National Highways in Pakistan. Accordingly, an Activity Agreement (No. 391-016-DOD) was signed on October 11, 2013 between USAID and NHA wherein US\$ 90 million were allocated for Strengthening and Improvement of Kalat – Quetta – Chaman (KQC) section of National Highway (N-25) in Balochistan.

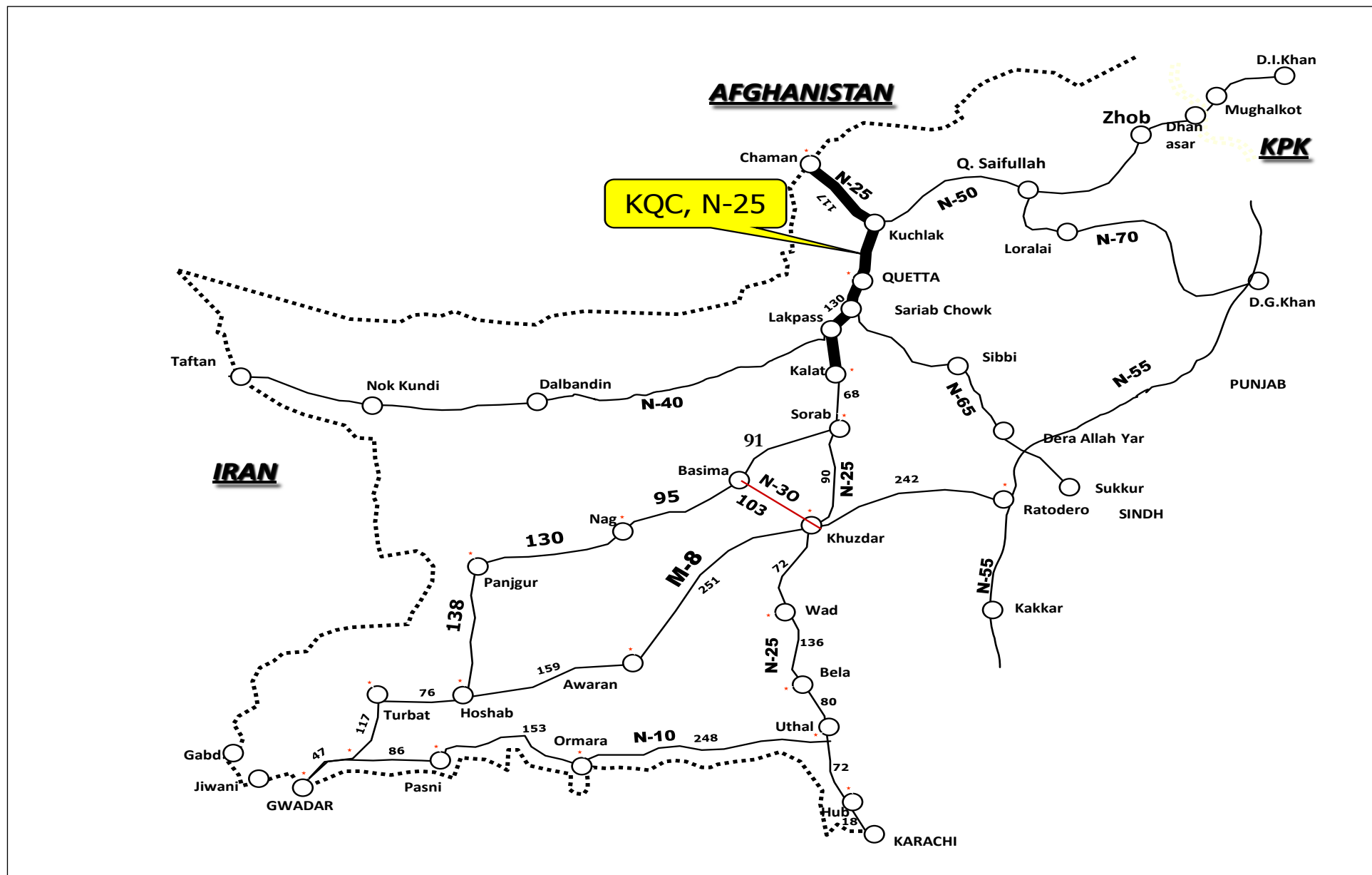
In consultation with EAD of the Ministry of Finance and NHA, USAID determined FWO as the appropriate construction contractor for this project because FWO had been an excellent performer in high risk areas of Pakistan and fully capable of completing the construction/ rehabilitation of the Kalat - Quetta - Chaman Road. This decision was based upon the unique capabilities that permit FWO to operate in high treat / high security areas including its ability to utilize Pakistani Military unit(s) to provide security around its construction projects.

NHA accordingly assigned construction contract for the balance / leftover works in sections 2 and 4 to M/s Frontier Works Organization (FWO) on EPC Lump sum basis in March 2014, for which formal contract agreement between NHA and FWO was signed on June 02, 2014. FWO has to complete the works within 18 months.

Of the overall agreed amount of US\$ 90 million, USAID on May 12, 2014 issued a Project Implementation Letter (PIL) No. 391-016-DOD-PIL-01 allocating US\$ 63.79 million for the balance / leftover works. The expiry date of the PIL is December 31, 2015.

### **1.1 Location**

The project area falls in five districts namely Kalat, Mastung, Quetta, Pishin and Qila Abdullah of the central and northern Balochistan Province. The KQC road portion of the N-25 originates at Kalat city, traverses through the provincial capital Quetta and ends at Pakistan – Afghanistan border at Chaman.





## 1.2 Implementation Arrangements

The Economic Affairs Division (EAD) along with NHA will establish a Project Steering Committee (PSC) to provide oversight and guidance, and approvals required for smooth and timely implementation of the project activities. The PSC will be chaired by EAD and will comprise representatives of USAID/Pakistan, NHA and FWO involved in the planning and execution of the project activities.

Under the overall direction and responsibility of NHA, the PSC will authorize the establishment of a Project Management Unit (PMU). The PMU will act as the secretariat for the Steering Committee, reporting on all aspects of Project implementations, including financial management.

NHA has accordingly established the PMU working under Project Director (PD NHA), having the authority to carry out the works to be financed under this FAR Agreement. Accordingly, PMU is fully responsible for carrying out these works or for contracting for the performance of these works, for supervising the construction contractor, and for ensuring that the contractor diligently undertakes the work and provide the necessary equipment, skilled and unskilled labor, and efficient supply of materials to ensure uniform and continuous progress.

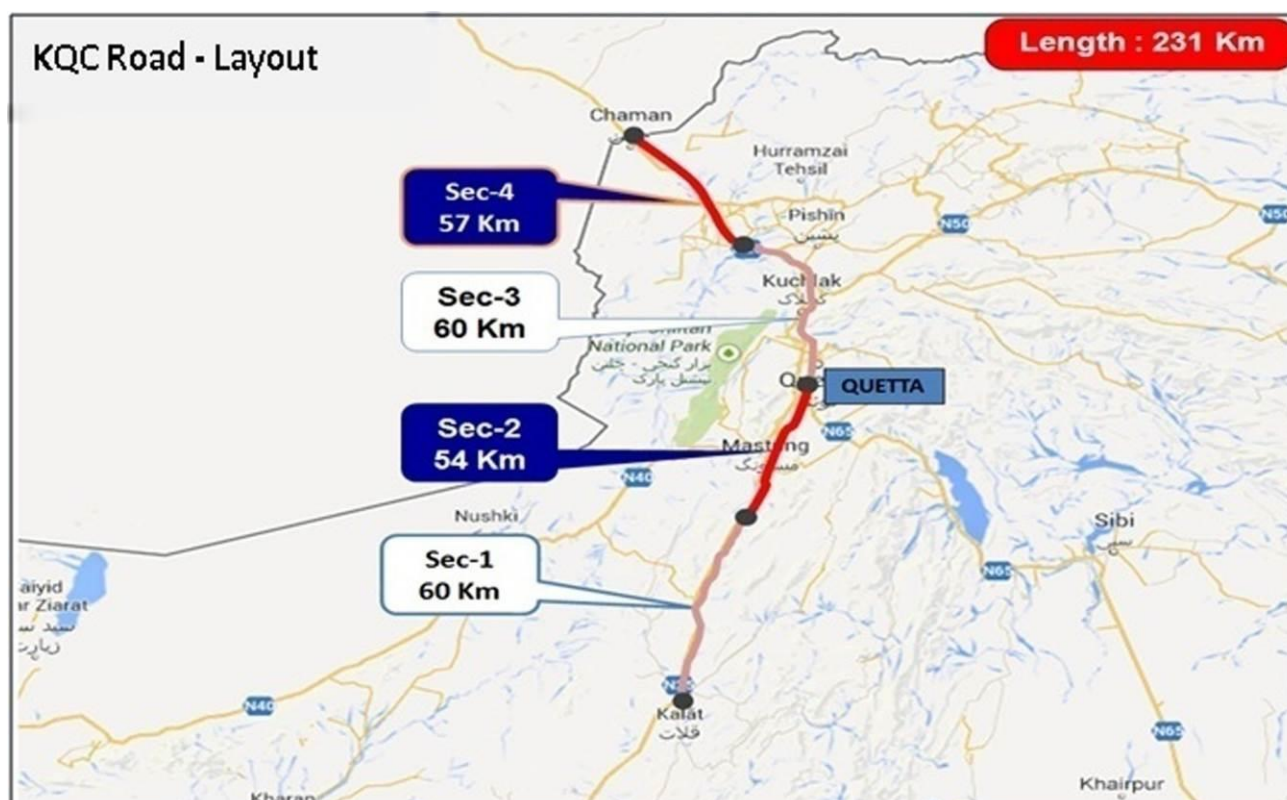
Kalat – Quetta - Chaman Road (N-25) is an EPC (Engineer, Procure & Construct) form of contract. FWO is fully responsible for the design and construction of the project in conformity with specifications and standard engineering practices. Engineering General Consultants (EGC) is providing design and quality control services to FWO.

USAID being the donor / funding agency of the KQC-RP has tasked AGES Consultants under Construction Monitoring and Evaluation Program (CMEP) to provide services for the construction monitoring, quality assurance, environmental compliance oversight, and payment certification for the satisfactorily completed milestones of the project on behalf of the USAID.

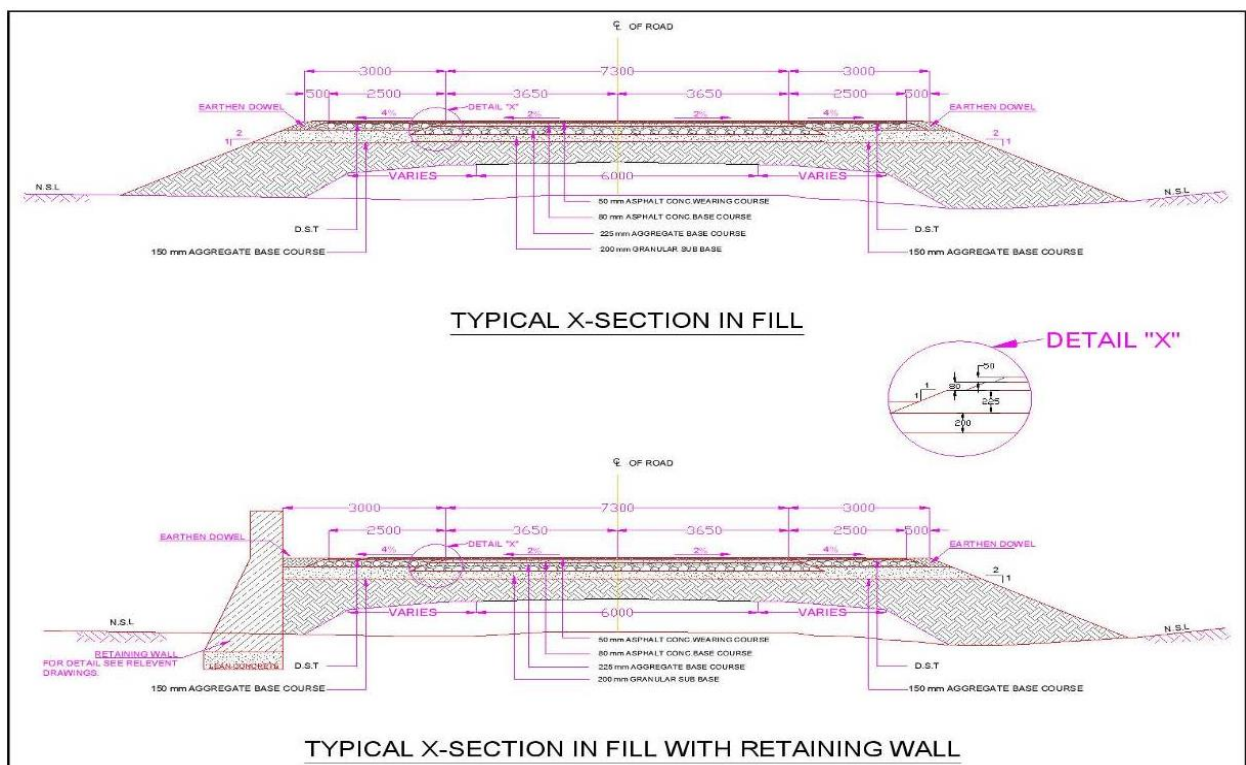
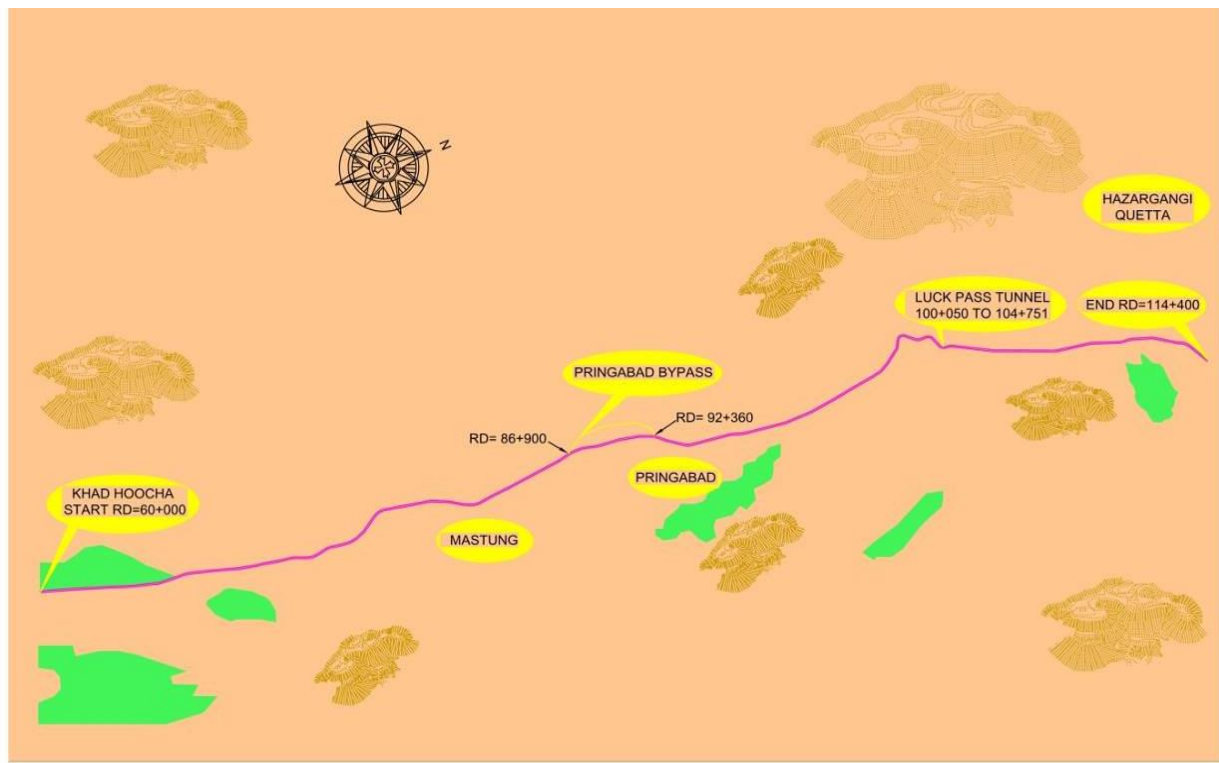
## 1.3 Scope of Work

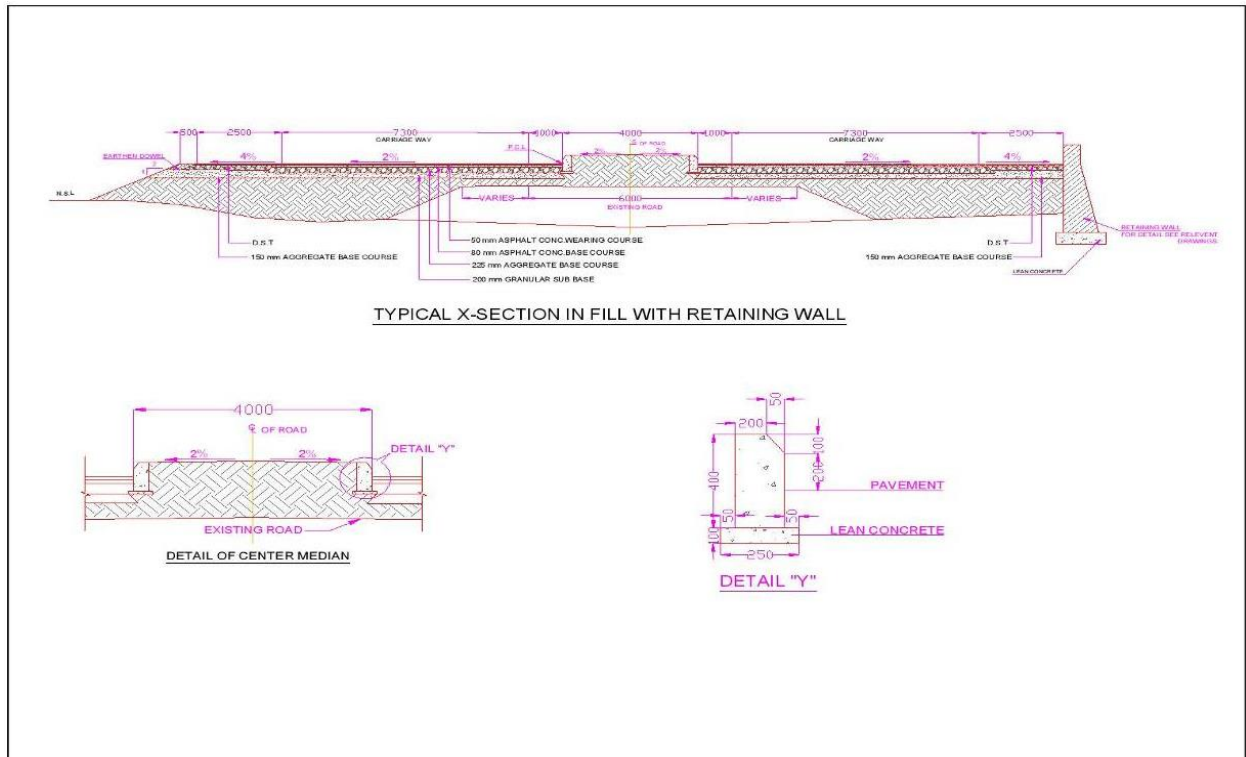
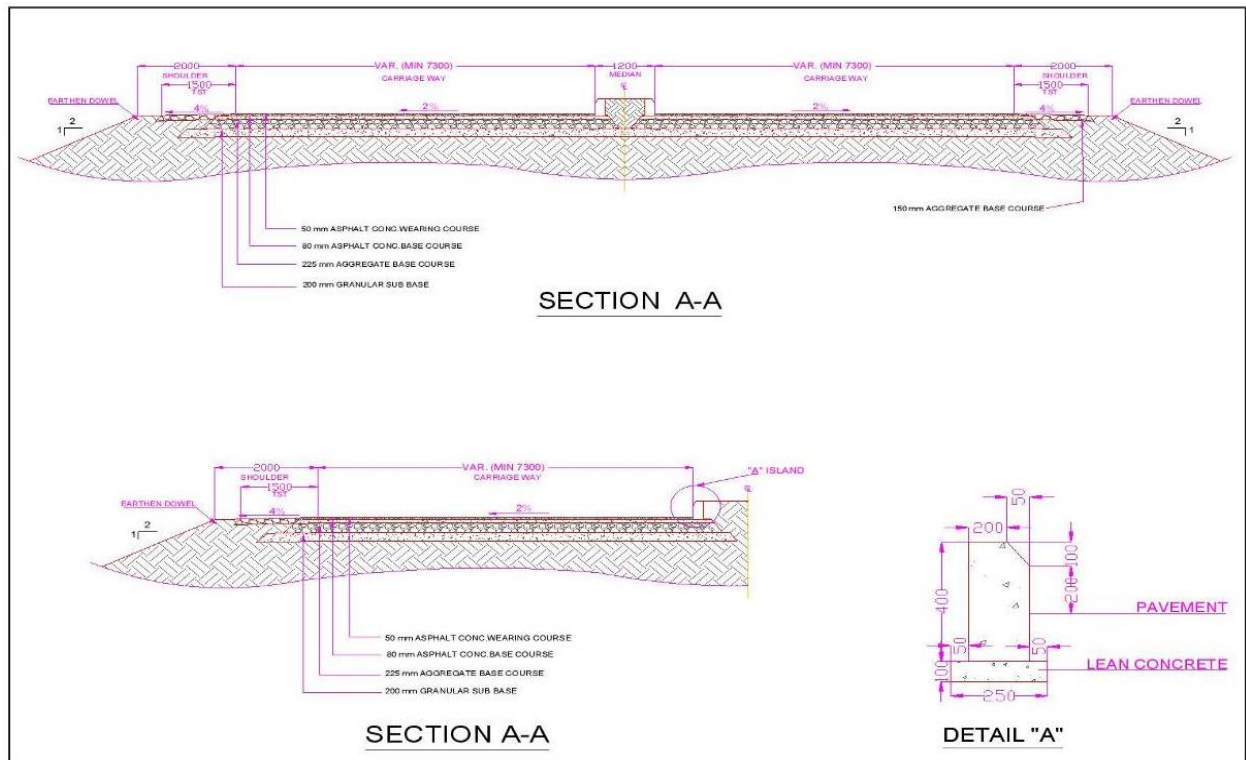
USAID has pledged to finance the remaining construction in sections 2 and 4, which covers 111 kilometers of the road. Scope of work include widening sections of the road, earthwork, grading and paving, as well as construction of four new bridges, drainage features and retaining structures. The expanded and improved road infrastructure will aid in increasing security and stability in the region, as well as facilitate improved communication, trade and national cohesion in the area. The improvements will also assist in providing local populations with greater economic opportunities, thereby reducing poverty and providing improved access to education, health-care services, markets, and other social services. The table below presents the status of Kalat – Quetta - Chaman road rehabilitation indicating the works to be financed by USAID under the Activity Agreement.

Status of Kalat - Quetta - Chaman Road			
Section	Description	Length Km	Status
1	Kalat - Khad Kocha	60	Completed with ADB assistance
2	Khad Kocha- Quetta	54	Partially completed, to be completed with USAID financing under PIL No. 391-016-DOD-PIL-01.
3	Quetta - Jungle Pir Ali Zai	60	Completed with ADB assistance
4	Jungle Pir Ali zai n- Chaman	57	Partially completed, to be completed with USAID financing under PIL No. 391-016-DOD-PIL-01.
	Additional works	53	Not started; to be completed with USAID financing under a separate PIL.



## 1.4 ALIGNMENT SKETCH – KHAD KOCHA – QUETTA (SECTION 2)







## 1.5 Physical Progress Section-2

Kalat - Quetta - Chaman Road Project National Highway (N-25)

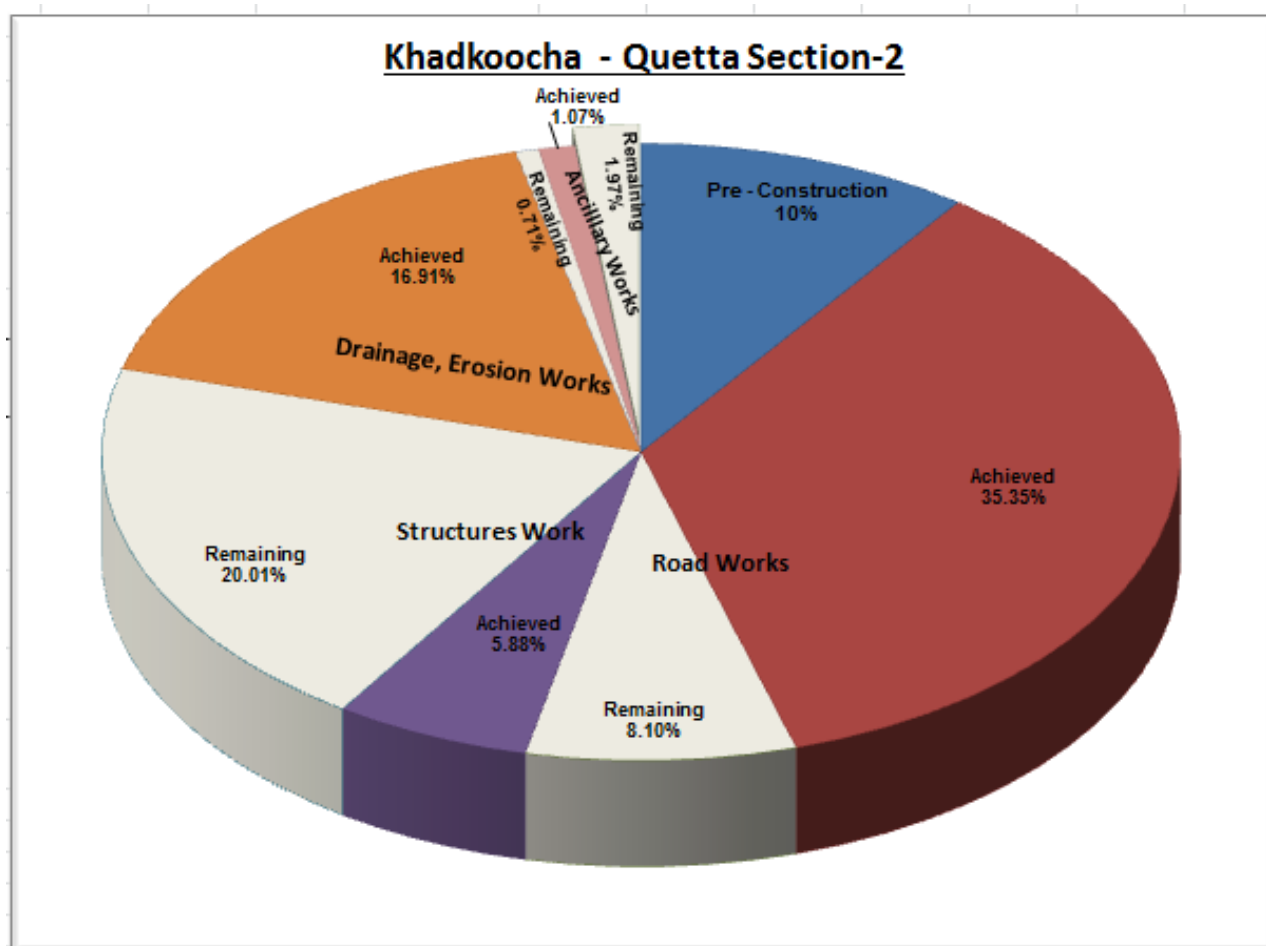
Khadkoocha - Quetta Section-2

Sub Section -1 To 10

Km 60 + 000 to Km 114+ 400 ( TOTAL LENGTH 49.7 KM)

Progress as of February 28,2015

S.Nos	Description	SUB ACTIVITY COST (USD)	SUB ACTIVITY COST %	Achieved Progress		BALANCE
				Cost (USD)	Progress %	
1	PRE - CONSTRUCTION COST	2,211,924.10	10%	2,211,924.10	10%	-
2	ROAD WORKS	9,611,359.97	43.45%	7,820,188.01	35.35%	8.10%
3	STRUCTURES WORK	5,726,298.98	25.89%	1,301,034.08	5.88%	20.01%
4	DRAINAGE, EROSION WORKS	3,896,808.99	17.62%	3,739,995.76	16.91%	0.71%
5	ANCILLARY WORKS	672,858.95	3.042%	237,585.79	1.07%	1.97%
	TOTAL:	22,119,251.00	100%	15,310,727.74	69.22%	30.78%





## Kalat - Quetta - Chaman Road Project National Highway (N-25)

Khad koocha - Quetta Section- 2

Sub Section -1 To 10

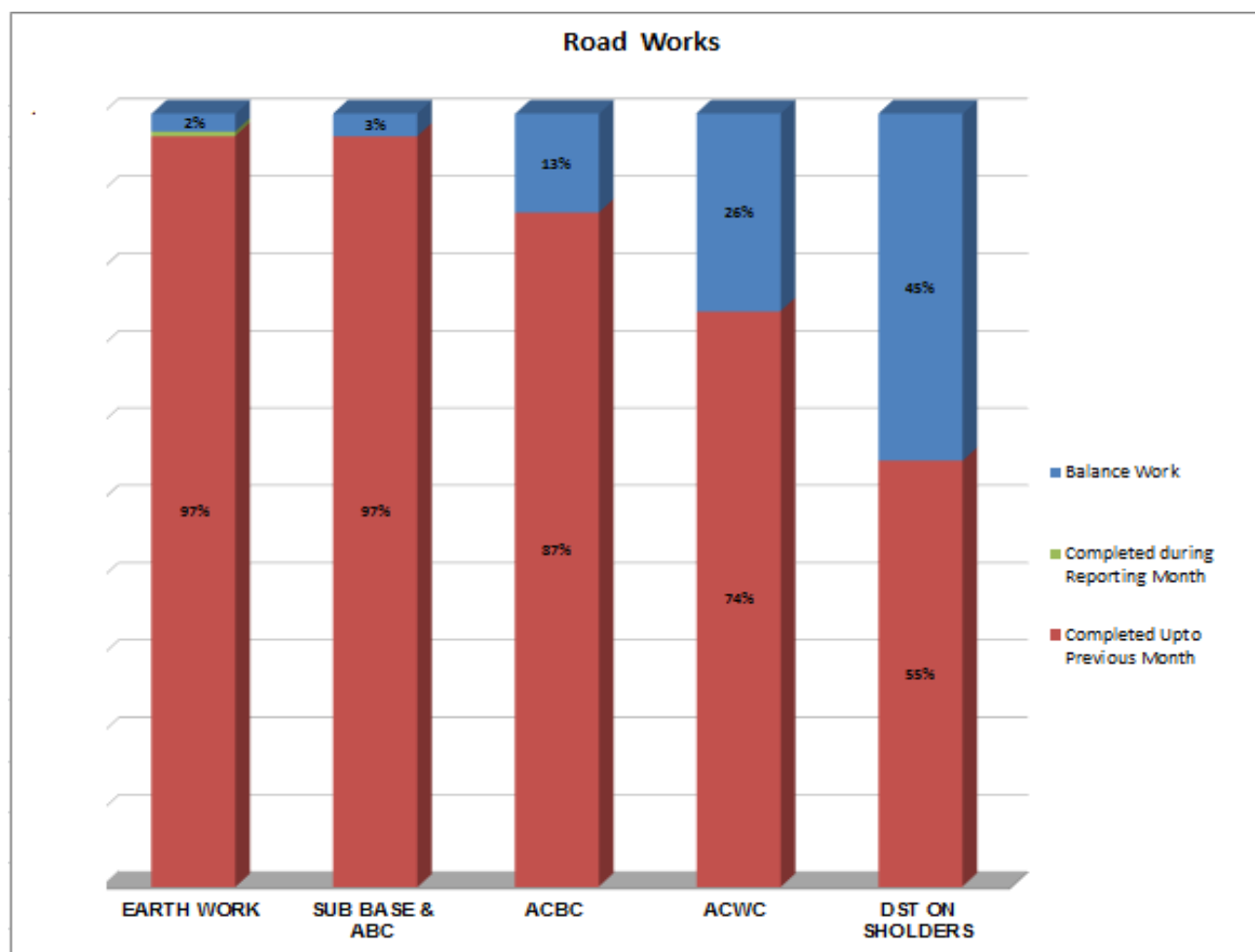
Km 60 + 000 to Km 114+ 400 (TOTAL LENGTH 49.7 KM)

Progress as of February 28,2015

1 Milestone = 05

Item No	Description	TOTAL LENGTH (KM)	Cost / Km (USD)	Total Cost (USD)	Upto Previous Month	Reporting Month	Accumulative		
					Km Wise Completed	Km Wise Completed	Km Wise Completed	Cost (USD)	Progress %
1.1	Earth Work & Scarification	49.7	17,729.44	881,153.00	48.25	0.30	48.55	860,764.14	98
1.2	Granular Sub Base & Aggregate base course	49.7	45,166.50	2,244,775.00	48.25	0.00	48.25	2,179,283.58	97
1.3	Asphaltic Base Course & Prime Coat	49.7	32,067.36	1,593,747.99	43.35	0.00	43.35	1,390,120.23	87
1.4	Tack Coat & Asphaltic Concrete for Wearing Course (Class-A)	49.7	72,207.95	3,588,735.00	37.00	0.00	37.00	2,671,694.06	74
1.5	DST ON Shoulder	49.7	26,216.28	1,302,948.99	27.40	0.00	27.40	718,326.00	55
				9,611,359.97				7,820,188.01	81

## 1: ROAD WORKS



Kalat - Quetta - Chaman Road Project National Highway (N-25)

Khad koocha - Quetta Section- 2

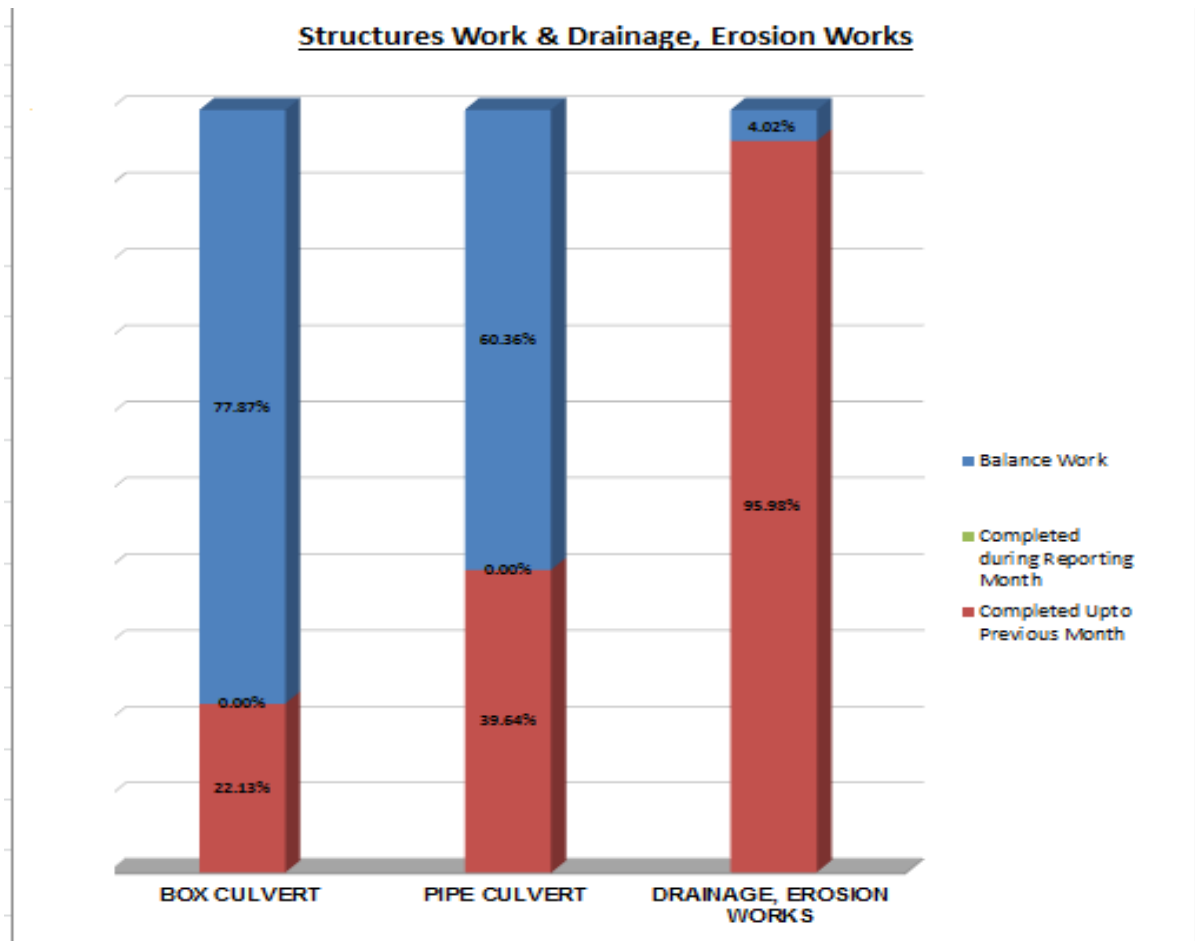
Sub Section -1 To 10

Km 60 + 000 to Km 114+ 400 (TOTAL LENGTH 49.7 KM)

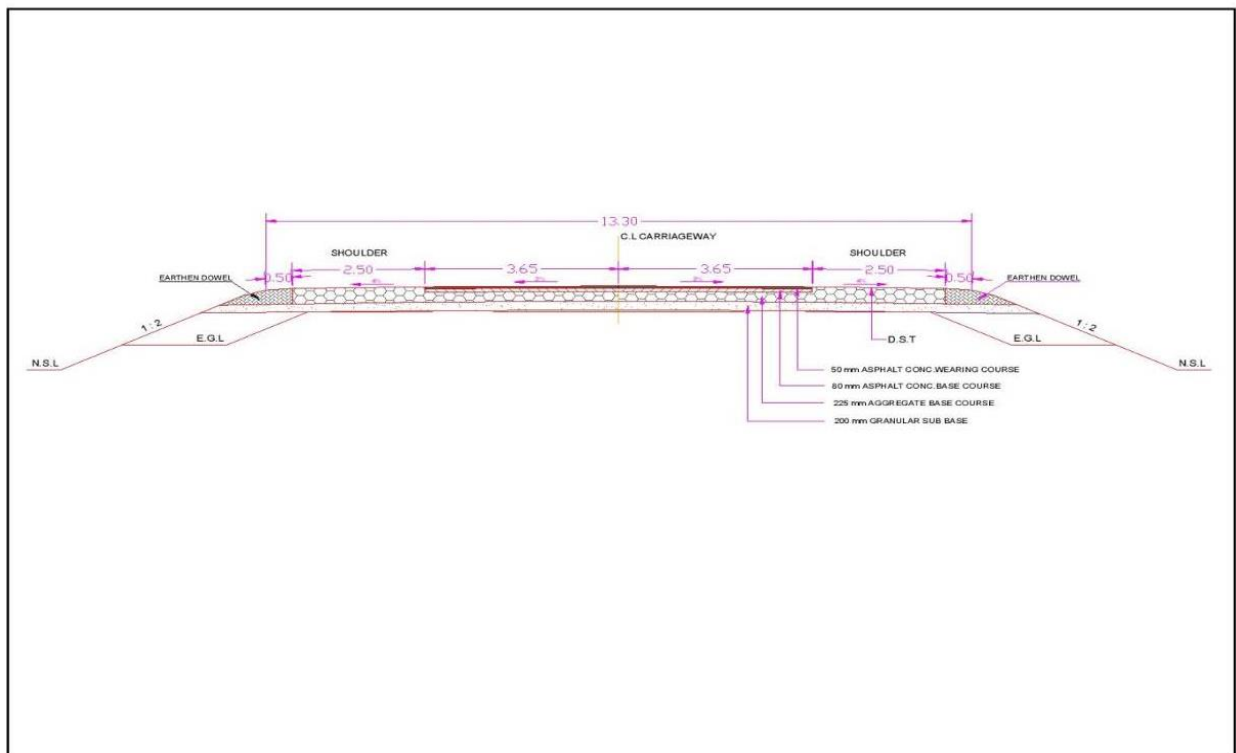
Progress as of February 28,2015

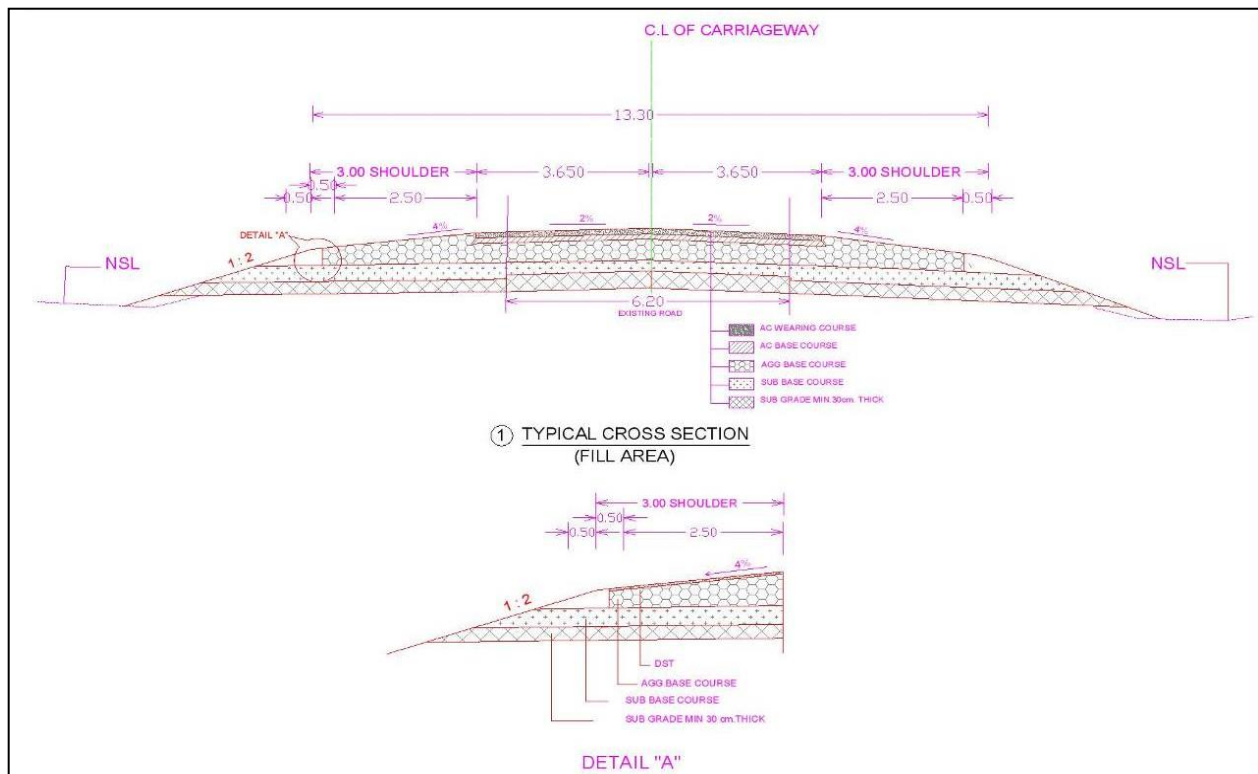
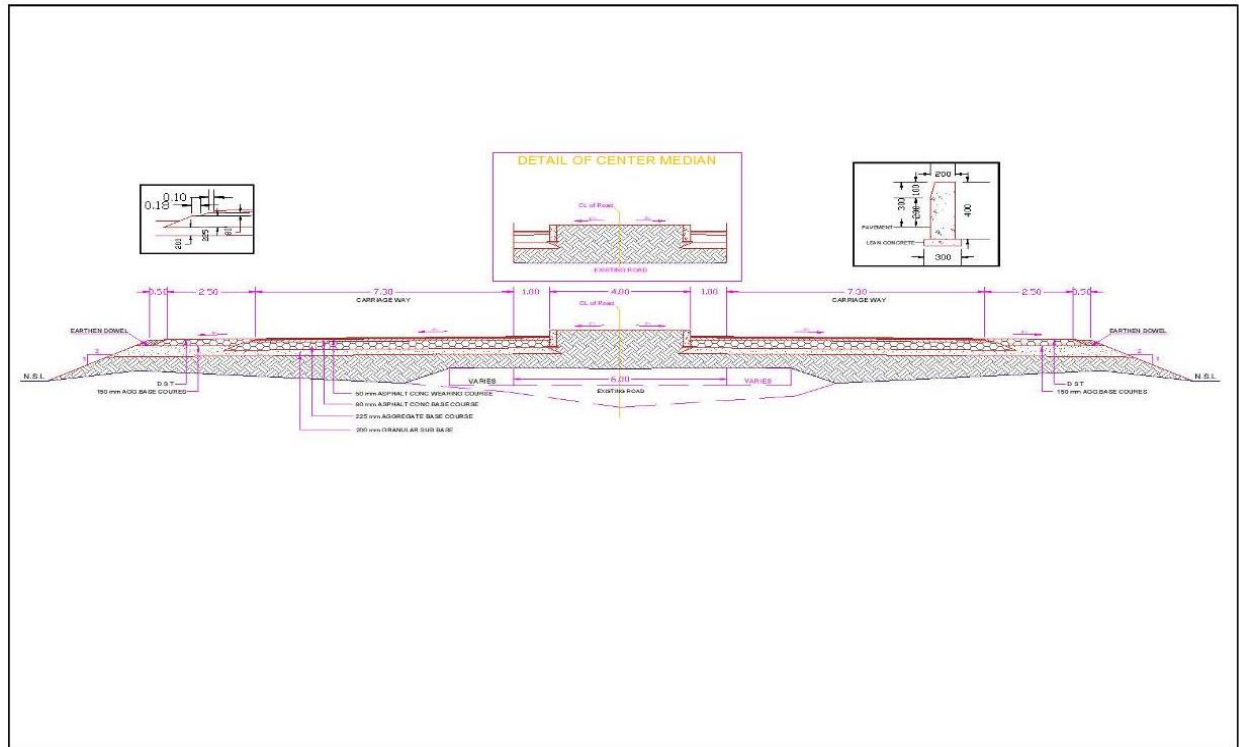
1 Milestone = 05

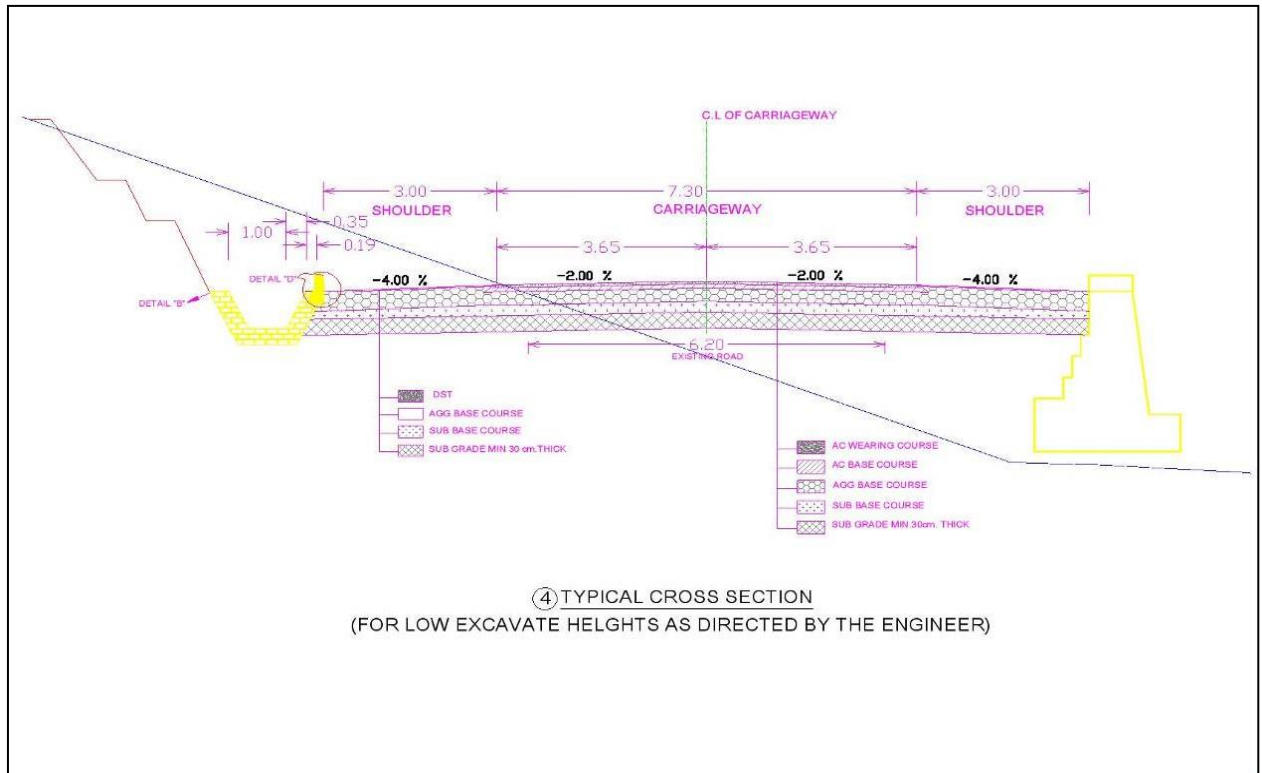
Item No	Description	No. of Culvert		Total Culverts	TOTAL LENGTH (KM)	Cost / Km (USD)	Total Cost (USD)	Upto Previous Month	Reporting Month	Accomulative		
		Partial	Complete					KMs Completed	KMs Completed	KMs Completed	Cost (USD)	Progress %
STRUCTURES WORK												
2.1	BOX CULVERT	117	18	135	49.7	11,202.23	556,750.80	11.00	0.00	11.00	123,224.52	22
2.2	PIPE CULVERT	101	18	119	49.7	389.05	19,335.61	19.70	0.00	19.70	7,664.22	40
						11,591.28	576,086.42				130,888.74	23
3: DRAINAGE, EROSION WORKS												
3.1	Retaining Wall / Toe Wall/ Side Drain				49.7	7,887.99	392,033.10	47.70	0.00	47.70	376,257.12	96
							392,033.10				376,257.12	96



## 1.6 ALIGNMENT SKETCH – JANGLE PIRALIZAI – CHAMAN (SECTION 4)









## 1.7 Physical Progress Section-4

Kalat - Quetta - Chaman Road Project National Highway (N-25)

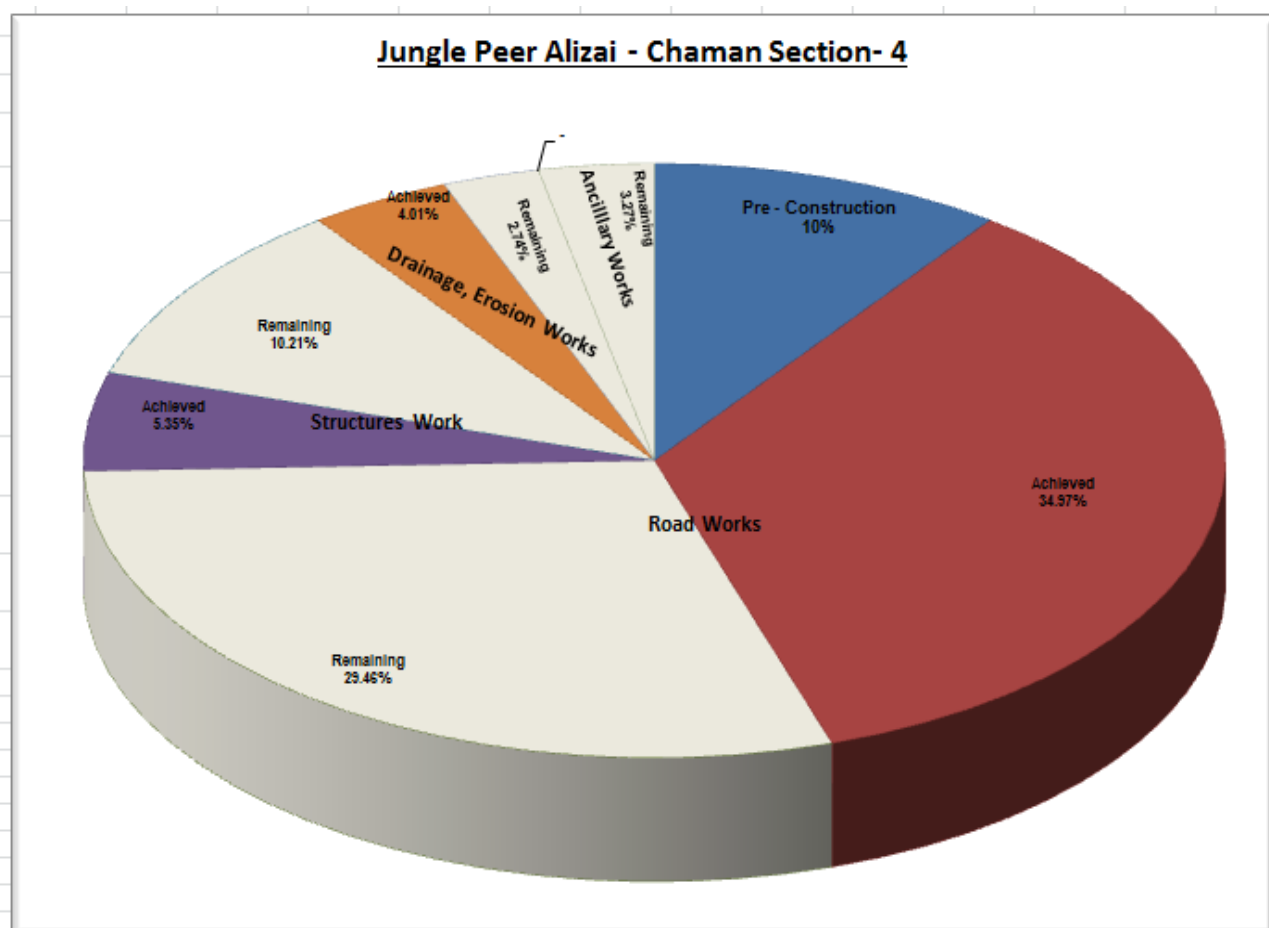
Jungle Peer Alizai - Chaman Section - 4

Sub Section -1 To 12

Km 59 + 800 to Km 116+ 424 ( TOTAL LENGTH 56.624 KM)

Progress as of February 28,2015

S. Nos	Description	SUB ACTIVITY COST (USD)	SUB ACTIVITY COST %	Achieved Progress		BALANCE
				COST (USD)	Progress %	
1	Pre - Construction Cost	4,167,877.00	10%	4,167,877.00	10%	-
2	ROAD WORKS	26,852,272.07	64.43%	14,575,705.49	34.97%	29.46%
3	STRUCTURES WORK	6,482,359.00	15.55%	2,228,953.92	5.35%	10.21%
4	DRAINAGE, EROSION WORKS	2,815,373.00	6.75%	1,671,316.83	4.01%	2.74%
5	ANCILLARY WORKS	1,360,895.00	3.27%	-	-	3.27%
<b>TOTAL:</b>		<b>41,678,776</b>	<b>100%</b>	<b>22,643,853</b>	<b>54.33%</b>	<b>45.67%</b>



## Rehabilitation, Widening &amp; Improvement of National Highway Authority (N-25)

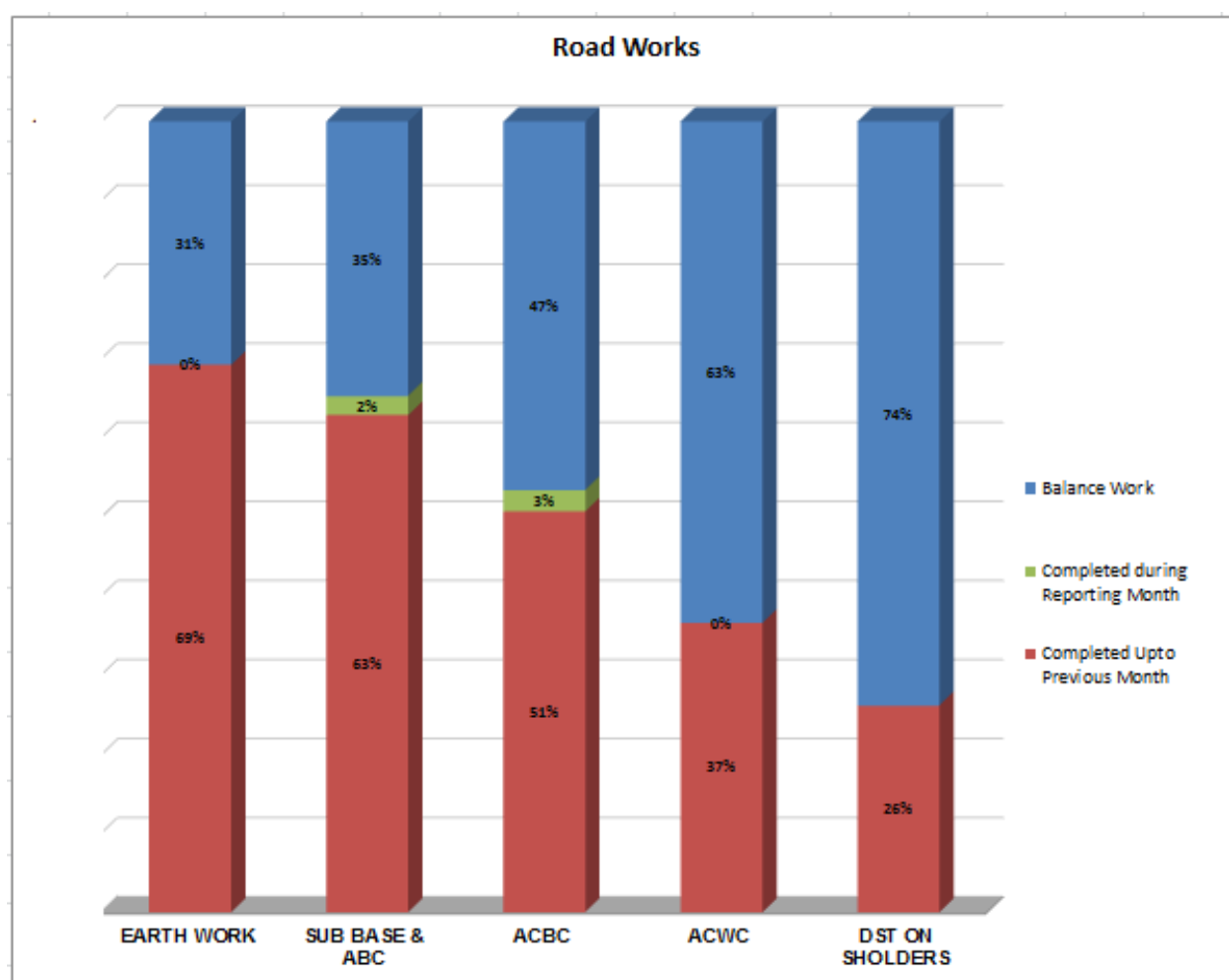
Jungle Peer Alizai - Chaman Section- 4

Sub Section -1 To 12

Km 59 + 800 to Km 116+ 424 (TOTAL LENGTH 56.624 KM)

Progress as of February 28,2015

Item No	Description	TOTAL LENGTH (KM)	Cost / Km (USD)	Total Cost (USD)	Upto Previous Month	Repoting Month February	Accumulative		
					Km Wise Completed	Km Wise Completed	Km Wise Completed	Cost (USD)	Progress %
1: ROAD WORKS									
1.1	Earth Work & Scarification	56.6	100,075.14	5,664,253.04	39.19	0.00	39.19	3,921,944.81	69
1.2	Granular Sub Base & Aggregate base course	56.6	124,869.70	7,067,625.02	35.60	1.35	36.95	4,613,935.42	65
1.3	Asphaltic Base Course & Prime Coat	56.6	113,370.05	6,416,745.06	28.70	1.50	30.20	3,423,775.63	53
1.4	Tack Coat & Asphaltic Concrete for Wearing Course (Class-A)	56.6	101,977.61	5,771,932.95	20.70	0.00	20.70	2,110,936.61	37
1.5	DST ON Shoulder	56.6	34,129.26	1,931,716.00	14.80	0.00	14.80	505,113.02	26
				26,852,272				14,575,705	54



## Rehabilitation, Widening &amp; Improvement of National Highway Authority (N-25)

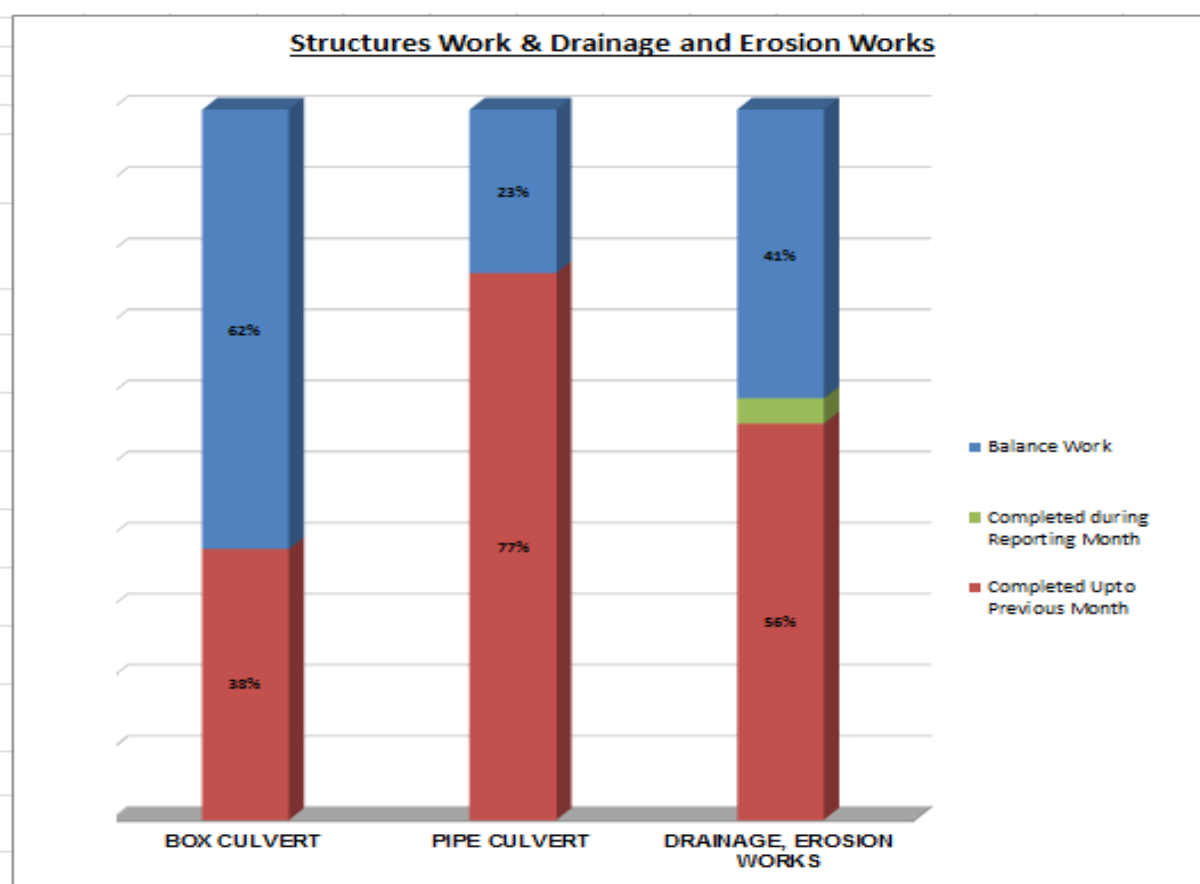
Jungle Peer Alizai - Chaman Section- 4

Sub Section -1 To 12

Km 59 + 800 to Km 116+ 424 (TOTAL LENGTH 56.624 KM)

Progress as of February 28,2015

Progress as on February 26, 2019												
Item No	Description	No. of Culvert		Total Cuverts	MILESTONE UNIT (KM)	Cost / Km (USD)	Total Cost (USD)	Upto Previous Month	Reporting Month	Accumulative		
		Partial	Complete					KMs Completed	KMs Completed	KMs Completed	Cost (USD)	Progress %
2: STRUCTURES WORK												
2.1	BOX CULVERT	75	32	107	56.6	100,329.05	5,678,624	21.60	0.00	21.60	2,167,107.39	38
2.2	PIPE CULVERT	6	24	30	56.6	1,418.50	80,287.00	43.60	0.00	43.60	61,846.52	77
2.3	BRIDGES/ CAUSEWAYS						723,448.00				-	0
							6,482,359				2,228,954	34
3: DRAINAGE, EROSION WORKS												
3.1	Retaining Wall / Toe Wall/ Side Drain				56.6	49,741.57	2,815,373	31.60	2.00	33.60	1,671,316.83	59
							2,815,373				1,671,316.8	59



## **2 CONSULTANT’S ACTIVITIES DURING THE REPORTING PERIOD**

The M&E Consultants under took the following major activities during the reporting period.

### **2.1 IPC**

IPC 2 was received on 24<sup>th</sup> February 2015 and processing started. Section wise, following Milestones have been claimed:

	Section 2	Section 4
Earth Work/Scarification	0	2
Granular Sub Base /ABC	4	2
AACBC/Prime Coat	3	1
ACWC/Tack Coat	2	0
DST on shoulders	2	0
Box culvert	3	1
Pipe Culverts	2	5
Retaining walls/	4	3
Toe Walls Drain		

Clarification regarding claimed Milestones has been sought from NHA. Field visits are planned for verification of various items of works and Test reports asked for from NHA for the Activities claimed in IPC.

### **2.2 MEETINGS / PRESENTATIONS**

Coordination Meeting was held on 12<sup>th</sup> February, 2015 at AGES Office, Quetta under the chairman ship of Mr. Saleem Raza PM AGES, KQC Road Project. Minutes of the meeting are attached as Annexure – IV.

### **2.3 CONSTRUCTION MONITORING**

During the reporting month, M&E staff carried out routine site visits of both the sections. Following activities were carried out:

- Ensure that the construction works were carried out in accordance with approved drawing, design and specifications. Furthermore, implemented proper quality control procedures and other agreed protocols in the QAP at site to ensure the quality.

- Construction problems / issues were observed and their resolutions were shared with EGC for corrective actions.
- Conducted follow-up / coordination meeting with FWO / EGC and PD NHA on 12th February 2015(Minutes attached).
- Site visit reports prepared by the field staff and construction activities reported with progress photos.
- FWO was advised to accelerate pace of progress
- Besides regular visits , joint site visits with representatives of FWO / EGC were carried out on the following dates:

## **Section 2**

4th February 2015

21st February 2015

## **Section 4**

24th February, 2015

- The following were the observations:

## **Section 2**

- Application of bitumen before Back filling of culverts to be done in layers  
FWO was advised to provide proper walkway for transport of concrete and complied
- On advice of AGES team, form work has been found improved
- Utility services not shifted from ROW in different RDs and NHA advised for necessary action.
- Damaged ACBC done by previous Contractor being redone.

## **Section4**

- At Km 68+450 and Km 68+950 work remained slow during the month due to bad weather.
- Due to cold weather work on causeways stopped
- Backfill behind box culvert at 3.950 which was done not in layers was removed and being redone.
- FWO was advised to take care to maintain slopes in cutting portion of Khojak Pass.
- FWO /EGC was advised to check invert levels of pipe culverts for effective drainage of flood water



- FWO was advised to provide safety measures on all sites
- EGC was advised to check longitudinal and transverse levels of Road surface.
- Improvement was observed in Section 4 where work on shoulders has started and in Section 2 where back filling behind culverts being done now in layers

## **2.4 LABORATORY AND FIELD TESTING**

AGES Lab Team independently as well as jointly with FWO / EGC performed following different tests.

- (a) Compressive strength for concrete.
- (b) Aggregate quality tests for concrete.
- (c) ABC material quality tests and FDT.
- (d) Sub Base material quality tests & FDT.
- (e) Embankment / Sub-grade quality & FDT.
- (f) Bricks compression / absorption tests.
- (g) Rip Rap material quality tests.
- (h) Steel Test carried out at UET



## CONSTRUCTION MONITORING EVALUATION PROGRAM-KQC

Monthly Summary of Test result Feb-2015

## Section-2

Material	Item of Work Description	Length in Meters/Quantity in Cum	Tests Req. as per Frequency given in QAP	Test conducted as per site	Test passed	Test Failed	Follow up of Failed		Remarks
							Passed	Failed	
1	Embankment & Sub grade	1936 M							
Soil	Classification		2	3	3	0			
	CBR		1	1	1	0			
	Swelling		1	1	1	0			
	Moisture Density (Lab)		1	1	1	0			
	Field Density		3	64	55	9	8	1	Follow up for Failed Result will be done No of tests have increased due to scattered activity in the same Kilometer
2	Aggregate Base Course	900 M							
Aggregate	Gradation		1	3	3	0			
	Plasticity Index		1	3	3	0			
	CBR		1	1	1	0			
	Moisture Density		1	1	1	-			
	Field Density		2	3	3	0			
	Sand Equivalent		2	2	2	0			
3	Asphaltic Base Course - (Plant Mix)								
Asphalt Plant was stopped in last week of November-2014 and work restarted in first week of March-2015									
4	Asphaltic Wearing Course - (Plant Mix)								
Asphalt Plant was stopped in last week of November-2014 and work restarted in first week of March-2015									
5	Concrete								
	Gradation of coarse aggregate		2	2	2	0			
	Gradation of fine aggregate		2	3	0	3	Blend of fine & coarse Agg is OK		
	Fineness modulus of fine aggregate		2	3	3	0			
Concrete Mix	Compression test of Cylinders	Total Qty casted in February does not exceed more than 100 cum	6 cylinders for 50 cum	4	4	0			
	Slump		4	2	2	0			

## MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section-2 Kalat Quetta)

### AGGREGATE BASE COURSE MATERIAL QUALITY TESTS REPORT

S No	Lab No	Date	Location (km)	Station	Activity	Layer	Sieve analysis							MDD (gm/cc)	OMC %	LA %	Sand Equivalent	CBR% at		Plasticity Index	Remarks
							2"	1"	3/8"	#4	#10	#40	#200					1"	2"		
	Project Specification Limits						100%	70/95	30/65	25/55	15/40	8/20	2/8	-	-	40 Max	45Min	80% Min		6 Max	
1	8	18-02-15	91+950 - 92+160	92+020	ABC C/way	1st	100	85.3	49.0	36.1	23.7	13.2	7.9	-	-	-	-	-		NP	
2	9	22-02-15	91+000 - 92+000	91+820 Bypass	ABC C/way	1st	100	87.6	62.3	46.2	34.2	16.3	7.0	2.290	5.5	27.3	56.5	103	113	NP	
3	10	26-02-15	98+260 - 99+560	98+420	ABC C/way	-	100	90.1	58.4	45.7	35.6	17.2	6.4	-	-	25.6	54.9	-		NP	

## MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section-2 Kalat Quetta)

### AGGREGATE BASE COURSE FIELD DENSITY TESTS REPORT

S No	FDT.NO	Date	Activity	Location (km)	Station	Layer	F.D.D	M.C	M.D.D	O.M.C	Adjusted M.D.D	Obtained Compaction	Required Compaction	Remarks
1	16	17-2-15	C/Way	91+950 - 92+160	92+030 L/S	1st	2.352	3.3	2.290	5.5	2.349	100.1	100	OK
2	17	24-2-15	C/Way	98+020 - 98+560	98+420 C/L	2nd	2.341	4.5	2.292	5.7	2.322	100.8	100	OK
3	18	28-2-15	C/Way	91+800 - 91+950	91+860 C/L	1st	2.355	4.3	2.290	5.5	2.348	100.3	100	OK

## MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section-2 Kalat Quetta)

### EMBAKMENT/SUBGRADE QUALITY TESTS REPORT

S No	Lab No	Date	Location (Km)	Location (km)	Station	Layer	Sieve analysis							P.I	MDD (gm/cc)	OMC%	CBR	Remarks
							2"	1"	3/8"	#4	#10	#40	#200					
1	5	4/2/2015	78+200-78+450	78+300	Emb	13th	100	85.4	74.2	58.1	52.4	40.1	28.4	3.3				
2	6	5/2/2015	88+320-88+440	88+396	Emb	15th	95.9	87.4	77.1	61.0	54.3	41.9	23.6	2.9				
3	7	18/2/2015	98+131-98+220	98+180	Shoulder R/S	7th	96.1	81.5	72.3	59.9	50.1	42.4	29.5	3.6	1.997	9.7	17.1	

**MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section-2 Kalat Quetta)**  
**EMBANKMENT/SUB GRADE/BACKFILL FIELD DENSITY TESTS REPORT**

S No	FDT.NO	Date	Activity	Location (km)	Station	Layer	F.D.D	M.C	M.D.D	O.M.C	Obtained Compaction	Required Compaction	Remarks
1	9	1/2/2015	Emb zone-C	88+520 - 88+600	88+525	8th	1.965	7.5	2.162	9.1	90.9	90	OK
2	10	1/2/2015	Emb zone-B	88+440 - 88+520	88+460	12th	2.002	5.5	2.200	7.1	91.0	93	Fail (Ref: 10/A)
3	11	2/2/2015	NGC	Link Road	111+410	NGC	1.812	7.5	2.000	9.6	90.6	90	OK
4	10/A	7/2/2015	Emb	88+440 - 88+520	88+470	12th	2.070	5.5	2.200	7.1	94.1	93	OK
5	12	7/2/2015	Emb	78+200 - 78+320	78+300	13th	2.089	5.7	2.190	7.2	95.4	95	OK
6	13	7/2/2015	Emb	88+520 - 88+600	88+560	9th	1.978	7.3	2.178	9.0	90.8	90	OK
7	14	7/2/2015	Emb	88+300 - 88+440	88+410	15th	2.074	6.9	2.156	8.7	96.2	95	OK
8	15	9/2/2015	B/fill of W/wall		98+131 R/S	33th	1.923	8.1	1.997	9.7	96.3	95	OK
9	16	9/2/2015	Emb	Link Road	97+340 L/S	1st	2.114	6.1	2.202	7.9	96.0	95	OK
10	17	9/2/2015	Emb	Link Road	95+860 L/S	1st	1.913	7.9	1.997	9.7	95.8	95	OK
11	18	9/2/2015	NGC	Link Road	96+940 L/S	NGC	1.875	8.3	1.990	9.9	94.2	93	OK
12	19	9/2/2015	Emb	Link Road	95+840 R/S	2nd	2.107	6.0	2.202	7.9	95.7	95	OK
13	20	9/2/2015	Emb	Link Road	95+440 L/S	2nd	2.052	6.4	2.202	7.9	93.2	93	OK
14	21	9/2/2015	Emb	Link Road	95+320 R/S	2nd	2.123	6.4	2.202	7.9	96.4	95	OK
15	22	9/2/2015	Emb	Link Road	94+980 R/S	1st	2.100	6.6	2.194	8.1	95.7	95	OK
16	23	9/2/2015	Emb	Link Road	94+940 L/S	1st	2.106	6.7	2.194	8.1	96.0	95	OK
17	24	9/2/2015	Emb	Link Road	62+830 R/S	1st	2.115	6.0	2.217	7.5	95.4	95	OK
18	25	9/2/2015	Emb	Link Road	60+357 L/S	1st	2.017	5.9	2.217	7.5	91.0	95	Fail (Ref: 25/A)
19	26	9/2/2015	NGC	Link Road	63+250 R/S	NGC	1.881	7.5	2.008	9.4	93.7	93	OK
20	27	9/2/2015	NGC	Link Road	63+010 R/S	NGC	1.894	7.7	2.008	9.4	94.3	93	OK
21	28	9/2/2015	B/filling	Box culvert	90+680 L/S	22nd	2.126	8.2	2.210	7.2	96.2	95	OK
22	29	9/2/2015	B/filling	Box culvert	90+680 R/S	22nd	2.119	8.0	2.210	7.2	95.9	95	OK
23	30	11/2/2015	B/fill Top	Box culvert	87+190 L/S	Top	2.090	5.0	2.230	6.0	93.7	95	Fail (Ref: 30/A)
24	31	11/2/2015	Emb	Link Road	95+100 L/S	2nd	2.110	6.3	2.202	7.9	95.8	95	OK
25	32	11/2/2015	Emb	Link Road	95+320 R/S	3rd	2.103	6.1	2.202	7.9	95.5	95	OK
26	33	11/2/2015	Emb	Link Road	60+565 L/S	1st	2.117	5.6	2.217	7.5	95.5	95	OK
27	34	11/2/2015	Emb	Link Road	62+830 R/S	2nd	2.064	6.1	2.217	7.5	93.1	95	Fail (Ref: 34/A)
28	35	11/2/2015	Emb	Link Road	63+250 R/S	1st	2.056	5.5	2.217	7.5	92.8	95	Fail (Ref: 35/A)
29	36	11/2/2015	Emb	Link Road	63+010 R/S	1st	2.073	5.9	2.217	7.5	93.5	95	Fail (Ref: 36/A)
30	37	11/2/2015	B/fill Top	Box culvert	87+190 R/S	Top	2.143	4.9	2.230	6.0	96.1	95	OK

31	30/A	17/2/2015	B/fill	Box culvert	87+190 K/S	Top	2.145	4.1	2.230	6.0	96.2	95	OK
32	34/A	17/2/2015	Emb	Link Road	62+830 R/S	2nd	2.128	5.3	2.217	7.5	96.0	95	OK
33	35/A	17/2/2015	Emb	Link Road	63+250 R/S	1st	2.113	5.5	2.217	7.5	95.3	95	OK
34	25/A	19/2/2015	Emb	Link Road	60+357 L/S	1st	2.124	5.7	2.217	7.5	95.8	95	OK
35	36/A	19/2/2015	Emb	Link Road	63+010 R/S	1st	2.124	6.0	2.217	7.5	95.8	95	OK
36	38	19/2/2015	Emb Shoulder	98+131 - 98+220	98+180 R/S	6th	1.919	7.9	1.997	9.7	96.1	95	OK
37	39	19/2/2015	Emb	88+440 - 88+520	88+480 R/S	13th	1.997	7.1	2.131	8.5	93.7	93	OK
38	40	19/2/2015	Emb	88+520 - 88+600	88+530 L/S	10th	2.062	6.8	2.184	8.8	94.4	93	OK
39	41	19/2/2015	Emb	78+200 - 78+320	78+280 C/L	14th	2.094	7.2	2.190	7.2	95.6	95	OK
40	42	19/2/2015	B/fill	Box culvert	90+966 Q/S	12th	1.909	8.1	1.980	9.7	96.4	95	OK
41	43	19/2/2015	B/fill	Box culvert	90+966 K/S	12th	1.891	8.2	1.980	9.7	95.5	95	OK
42	44	19/2/2015	Emb	89+020 - 89+180	89+120 R/S	2nd	1.932	6.3	2.196	8.1	88.0	90	Fail (Ref: 44/A)
43	45	19/2/2015	B/fill	Box culvert	90+680 Q/S	26th	2.122	5.5	2.210	7.2	96.0	95	OK
44	46	19/2/2015	B/fill	Box culvert	90+680 K/S	26th	2.117	5.7	2.210	7.2	95.8	95	OK
45	47	19/2/2015	B/fill of D/S	W/wall B/C D/S	98+053 Q/S	11th	1.903	8.0	1.997	9.7	95.3	95	OK
46	48	19/2/2015	B/fill of D/S	W/wall B/C D/S	98+053 K/S	11th	1.919	8.2	1.997	9.7	96.1	95	OK
47	49	19/2/2015	B/fill	W/wall B/C D/S	98+131 K/S	11th	1.907	8.0	1.997	9.7	95.5	95	OK
48	50	19/2/2015	B/fill	W/wall B/C D/S	98+131 Q/S	11th	1.921	7.7	1.997	9.7	96.2	95	OK
49	51	19/2/2015	Emb+B/fill	98+131 - 98+220	98+200 R/S	7th	1.911	8.1	1.997	9.7	95.7	95	OK
50	52	21/2/2015	B/fill	Box culvert	90+680 K/S	27th	2.071	5.6	2.210	7.2	93.7	95	Fail (Ref: 52/A)
51	53	21/2/2015	B/fill	Box culvert	90+680 Q/S	27th	2.128	5.3	2.210	7.2	96.3	95	OK
52	54	21/2/2015	B/fill	Box culvert D/S	98+131 K/S	12th	1.917	7.7	1.997	9.7	96.0	95	OK
53	55	21/2/2015	B/fill	Box culvert D/S	98+131 Q/S	12th	1.911	8.0	1.997	9.7	95.7	95	OK
54	56	21/2/2015	B/fill of W/wall	Box culvert D/S	98+053 K/S	12th	1.925	8.3	1.997	9.7	96.4	95	OK
55	57	21/2/2015	B/fill of W/wall	Box culvert D/S	98+053 Q/S	12th	1.903	8.0	1.997	9.7	95.3	95	OK
56	58	21/2/2015	Bed of Pipe culvert		88+630	-	1.618	7.2	1.700	10.0	95.2	95	OK
57	44/A	24/2/2015	Emb	89+020 - 89+180	89+120 R/S	2nd	2.023	7.1	2.196	8.1	92.1	90	OK
58	59	24/2/2015	Emb	98+032 - 98+220	98+170 R/S	8th	1.982	6.1	2.050	7.5	96.7	96	OK
59	60	26/2/2015	B/filling Q/Side	Box culvert	90+680	29th	1.835	5.8	1.980	9.7	92.7	95	Fail *
60	61	26/2/2015	B/filling	Box culvert	90+966	14th	1.901	6.5	1.980	9.7	96.0	95	OK
61	62	26/2/2015	Bed	Pipe culvert	89+200	-	1.550	7.3	1.720	10.0	90.1	95	Fail
63	52/A	28/2/2015	B/filling	Box culvert K/S	90+680	27th	2.130	6.0	2.210	7.2	96.4	95	OK
64	63	28/2/2015	NGC	88+780 - 88+900	88+860	-	1.985	6.6	2.174	8.4	91.3	90	OK

Note \* The tests indicated by have been retested by EGC and passed

### MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section-2 Kalat Quetta)

#### SUMMARY OF CONCRETE COMPRESSIVE STRENGTH

SNo	Cylinder No	Casting Date	Class	Part of Structure	Location	Slump (mm)	Mix Temp	Air Temp	Area (cm <sup>2</sup> )	Date of 7 days	Dial Reading (kN)	Strength (kg/cm <sup>2</sup> )	Avg Strength (kg/cm <sup>2</sup> )	28 days Date	Dial Reading (kN)	Strength (kg/cm <sup>2</sup> )	Avg Strength (kg/cm <sup>2</sup> )	Required Strength (kg/cm <sup>2</sup> )	Remarks
1	23/A	2/2/2015	A	B/culvert Top Slab	90+966	75	19	21	182.4	9/2/2015	310	173	168						
2	B	"	"	"	"						300	168							
3	C	"	"	"	"						290	162							
4	D	"	"	"	"									2/3/2015					
5	E	"	"	"	"														
6	F	"	"	"	"														
7	24/A	2/2/2015	A	W/Wall foundation	96+615	73	18	20	182.4	9/2/2015	225.3	1781.8	193.4						
8	B	"	"	"	"						270.1	206.8							
9	C	"	"	"	"						242.9	191.7							
10	D	"	"	"	"									2/3/2015					
11	E	"	"	"	"														
12	F	"	"	"	"														
13	25/A	16/2/2015	Lean	Drain Bed	79+629 - 79+770	-	23	26	182.4	23/2/2015	161	90	89						
14	B	"	"	"	"						157	88							
15	C	"	"	"	"						159	89							
16	D	"	"	"	"									16/3/2015					
17	E	"	"	"	"														
18	F	"	"	"	"														
19	26/A	21/2/2015	Lean	Pipe culvert Bed	88+630	-	23	25	182.4	28/2/2015	145	81	82						
20	B	"	"	"	"						151	84							
21	C	"	"	"	"						144	80							
22	D	"	"	"	"									21/3/2015					
23	E	"	"	"	"														
24	F	"	"	"	"														



### MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section-2 Kalat Quetta)

#### AGGREGATE QUALITY TESTS FOR CONCRETE REPORT

S.NO	Test No	Date	Location (km)	Activity	Type of Agg	Sieve analysis		C/Aggregate						F/Aggregate								F-M	Remarks
						2"	1-1/2"	1"	3/4"	3/8"	#4	#8	3/8"	#4	#8	#16	#30	#50	#100	#200			
Specification Limits						-	95/100	-	35/70	10/30	0/5	-	100	95/100	80/100	45/85	25/60	10-3	2- 10	0-3	2.3/3.1		
1	19	1/2/2015	90+966	Top Slab	F/A Natural (S)	-	-	-	-	-	-	-	100	100	98.8	96.3	87.7	83.4	21.1	12.1			
2	20	1/2/2015	"	"	F/A Crush Sand								100	100	46.3	18.7	9.1	8.3	4.9	4.2			
	Blend of No 19 & No 20 on 30% & 70%												100	100	62.0	42.0	32.7	30.8	9.4	6.5	3.3		
	Blend of No 19 & No 20 on 50% & 50%												100	100	72.6	57.6	48.5	45.9	13.1	8.2	2.6		
3	21	13/2/2015	79+629 - 79+770 R/S	Drain bed concrete	F/A Natural (S)								100	98.6	88.2	78.0	44.3	34.5	15.2	6.6	2.4		
4	22	22/2/2015	88+630	P/C Lean concrete	C/A 25mm	-	-	100	61.7	2.2	0.7	-											
5	23	22/2/2015	"	"	C/A 38mm	-	100	100	100	75.4	0.5	-											
	Blend of No 22 & No 23 on 50% & 50%					-	100	-	68.6	26.4	2.8	-											



## MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section- 2 KALAT-QUETTA)

### ABSORPTION AND COMPRESSIVE STRENGTH OF BRICK

S.No	Date	Mark	Location	Dry WT (gm)	SSD WT (gm)	ABSR %	Avg ABSR	Length (cm)	Width (cm)	Area cm <sup>2</sup>	Load (kn)	Strength kg/cm <sup>2</sup>	Avg
1	18/2/2015	NSR	79+629 - 79+770	2705	3161	16.9	16.3	22.5	10.8	243	415	174.1	177.5
2	"	"	Drain	2661	3076	15.6		22.8	10.7	244	422	176.4	
3	"	"	"	2527	2939	16.3		21.8	10.8	235	420	181.9	
4	25/2/2015	SPL	79+900	2701	3163	17.1	17.7	22.2	11.0	244.2	380	158.7	161.1
5	"	"	"	2815	3319	17.9		22.3	10.9	243	395	165.7	
6	"	"	"	2729	3220	18.0		22.4	10.8	242	377	158.9	



## CONSTRUCTION MONITORING EVALUATION PROGRAM-KQC

Monthly Summary of Test result Feb-2015

Section-4

Material	Item of Work Description	Length in Meters/Quantity in Cum	Tests Req. as per Frequency given in QAP	Test conducted as per site	Test passed	Test Failed	Follow up of Failed		Remarks
							Passed	Failed	
1	Embankment & Sub grade	550 M							
	Field Density		1	24	22	2	1	1	Follow up for Failed Result will be done No of tests have increased due to scattered activity in the same Kilometer
2	Aggregate Sub base	9663 M							
Aggregate	Gradation		2	5	5	0			
	Abrasion		2	3	3	0			
	Field Density		1	43	34	9	9		No of tests have increased due to scattered activity in the same Kilometer
	Moisture Density		1	1	1	0			
3	Aggregate Base Course	5220 M							
Aggregate	Gradation		3	6	6	0			
	Plasticity Index		3	1	1	0			
	CBR		3	1	1	0			
	Abrasion		3	5	5	0			
	Field Density		12	33	17	16	14	2	Follow up for Failed Result will be done No of tests have increased due to scattered activity in the same Kilometer
	Sand Equivalent		2	2	2	0			
4	Asphaltic Base Course - (Plant Mix)	350 M							
Mixture	Extraction		1	1	1	0			
	Gradation		1	1	1	0			
	Bulk Sp. Gravity		1	1	-	0			
	Maximum Sp. Gravity		1	1	-	0			
	Air Voids		1	1	1	0			
	Thickness		1	1	1	0			
	Stability		1	1	1	0			
	Loss of Stability		1	1	1	0			
	Flow		1	1	1	0			
5	Asphaltic Wearing Course - (Plant Mix)								
Asphalt Plant was stopped in last week of November-2014 and work restarted in first week of March-2015									
6	Concrete								
	Gradation of coarse aggregate			24	22	2	2		
	Fineness			7	7	0			
	Compression test of Cylinder	casted in February does not exceed more then 60 cum	6 Cylinders for 50 cum	10	10	0			

## MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section-4 QUETTA CHAMAN)

### AGGREGATE BASE COURSE MATERIAL QUALITY TESTS REPORT

S No	Lab No	Date	Location (km)	Station	Activity	Layer	Sieve analysis							MDD (gm/cc)	OMC %	L.A %	Sand Equivalent	CBR% at		Plastic Index	Soundness
							2"	1"	3/8"	#4	#10	#40	#200					1"	2"		
Project Specification Limits							100%	70/95	30/65	25/55	15/40	8/20	2/8	--	--	40 Max	45 Min	80% Min		6 Max	12 Max
1	20	5/2/2015	67+350-67+500	67+450	Shoulder L/S	1st	100	76.0	47.0	38.0	18.0	13.0	6.0	--	--	23.0	49.19	--	--	3.1	--
2	21	9/2/2015	71+175-71+700	71+600	Shoulder L/S	1st	100	78.0	45.2	39.4	19.2	9.2	6.9	--	--	26.0	49.19	71	91	--	--
3	22	9/2/2015	70+875-71+700	71+200	Shoulder R/S	1st	100	79.4	46.9	37.0	22.0	11.9	6.9	--	--	22.0	--	--	--	--	--
4	23	13/2/2015	3+825-4+000	3+990	C/way	2nd	100	83.0	44.2	36.0	24.9	14.2	5.9	--	--	21.6	--	--	--	--	--
5	24	15/2/2015	104+000-104+600	104+250	Shoulder R/S	2nd	100	84.6	46.2	39.4	27.9	13.6	5.4	--	--	21.2	--	--	--	--	--
6	25	23/2/2015	70+500-70+650	70+550	Shoulder R/S	1st	100	92.0	64.1	51.9	32.9	40.6	7.3	--	--		--	--	--	--	--

MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section- 4 QUETTA CHAMAN)														
AGGREGATE BASE COURSE FIELD DENSITY TESTS REPORT														
S No	FDT.NO	Date	Type of Work	Location (km)	Station	Layer	F.D.D (gm/cc)	M.C %	M.D.D (gm/cc)	O.M.C %	Adjusted Proctor	Achieved Compaction	Required Compaction	Remarks
1	86/A	1/2/2015	ABC Shoulder R/S	104+600 - 104+750	104+680	2nd	2.354	4.8	2.280	5.7	2.342	100.5	100	OK
2	82/B	1/2/2015	ABC Shoulder R/S	104+450 - 104+900	104+850	2nd	2.370	4.3	2.280	5.7	2.349	100.9	100	OK
3	87	2/2/2015	ABC Shoulder R/S	2+100 - 2+200	2+040	2nd	2.374	4.9	2.285	5.5	2.360	100.6	100	OK
4	88	2/2/2015	ABC Shoulder R/S	2+200 - 2+350	2+290	2nd	2.357	4.8	2.285	5.5	2.352	100.2	100	OK
5	89	10/2/2015	ABC Shoulder R/S	71+200 - 71+350	71+250	1st	2.289	5.0	2.285	5.5	2.362	96.9	100	Fail (Ref:89/A)
6	90	10/2/2015	ABC Shoulder R/S	71+350 - 71+500	71+465	1st	2.240	4.9	2.285	5.5	2.329	96.2	100	Fail (Ref:90/A)
7	91	10/2/2015	Shoulder R/S	71+500 - 71+700	71+620	1st	2.354	5.1	2.285	5.5	2.347	100.3	100	OK
8	89/A	12/2/2015	Shoulder R/S	71+200 - 71+350	71+227	1st	2.326	5.0	2.285	5.5	2.314	100.5	100	OK
9	90/A	12/2/2015	Shoulder R/S	71+350 - 71+500	71+431	1st	2.326	5.0	2.285	5.5	2.314	100.5	100	OK
10	92	12/2/2015	Shoulder L/S	104+750 - 105+000	104+945	1st	2.329	3.8	2.285	5.5	2.333	99.8	100	OK
11	50/A	12/2/2015	C/Way F-W L/S	3+700 - 3+775	3+775	1st	2.345	4.8	2.285	5.5	2.340	100.2	100	OK
12	64/A	12/2/2015	C/Way F-W L/S	3+175 - 3+225	3+210	2nd	2.357	5.0	2.285	5.5	2.348	100.4	100	OK
13	93	14/2/2015	C/Way F-W L/S	3+675 - 3+775	3+750	2nd	2.324	4.9	2.285	5.5	2.330	99.8	100	OK
14	94	14/2/2015	C/Way F-W L/S	3+825 - 3+925	3+950	1st	2.258	5.0	2.285	5.5	2.365	95.5	100	Fail *
15	95	14/2/2015	C/Way F-W L/S	3+925 - 4+000	3+980	1st	2.278	5.2	2.285	5.5	2.355	96.7	100	Fail *
16	96	16/2/2015	Shoulder L/S	104+750 - 104+950	104+875	2nd	2.317	4.8	2.285	5.5	2.372	97.7	100	Fail (Ref:96/A)
17	97	16/2/2015	Shoulder L/S	104+950 - 105+000	104+925	2nd	2.294	4.5	2.285	5.5	2.358	97.3	100	Fail (Ref:97/A)
18	98	16/2/2015	Shoulder L/S	104+500 - 104+700	104+575	2nd	2.313	5.1	2.285	5.5	2.389	96.9	100	Fail (Ref:98/A)
19	99	16/2/2015	Shoulder L/S	104+700 - 104+750	104+725	2nd	2.314	5.0	2.285	5.5	2.376	97.4	100	Fail (Ref:99/A)
20	100	16/2/2015	Shoulder R/S	104+500 - 104+600	104+535	2nd	2.327	4.9	2.285	5.5	2.365	98.4	100	Fail *
21	101	16/2/2015	Shoulder R/S	104+250 - 104+450	104+350	2nd	2.302	5.3	2.285	5.5	2.351	97.9	100	Fail *
22	102	16/2/2015	Shoulder R/S	104+450 - 105+000	104+470	2nd	2.320	5.1	2.285	5.5	2.362	98.2	100	Fail *
23	103	16/2/2015	Shoulder R/S	104+000 - 104+200	104+120	2nd	2.330	5.0	2.285	5.5	2.358	98.8	100	Fail *
24	104	16/2/2015	Shoulder R/S	104+200 - 104+250	104+215	2nd	2.322	5.2	2.285	5.5	2.369	98.0	100	Fail *
25	105	23/2/2015	Shoulder R/S	70+650 - 70+775	70+710	1st	2.363	4.6	2.285	5.5	2.358	100.2	100	OK
26	103/A	23/2/2015	Shoulder R/S	104+000 - 104+200	104+150	2nd	2.379	5.1	2.285	5.5	2.369	100.4	100	OK
27	104/A	23/2/2015	Shoulder R/S	104+200 - 104+250	104+210	2nd	2.369	5.3	2.285	5.5	2.355	100.6	100	OK
28	106	23/2/2015	C/Way F-W	76+118 - 76+163	76+150	1st	2.282	4.9	2.285	5.5	2.348	97.2	100	Fail *
29	33/A	28/2/2015	Shoulder R/S	105+450 - 105+850	105+575	1st	2.341	4.5	2.280	5.7	2.336	100.2	100	OK
30	98/A	28/2/2015	Shoulder L/S	104+500 - 104+700	104+545	2nd	2.240	4.8	2.285	5.5	2.329	96.2	100	Fail
31	99/A	28/2/2015	Shoulder L/S	104+700 - 104+750	104+735	2nd	2.257	4.6	2.285	5.5	2.334	96.7	100	Fail
32	96/A	28/2/2015	Shoulder L/S	104+750 - 104+950	104+865	2nd	2.367	4.4	2.285	5.5	2.362	100.2	100	OK
33	97/A	28/2/2015	Shoulder L/S	104+950 - 105+000	104+975	2nd	2.357	4.2	2.285	5.5	2.348	100.4	100	OK

Note \* The tests indicated by have been retested by EGC and passed

### MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section- 4 QUETTA CHAMAN)

#### SUBBASE MATERIAL QUALITY TESTS REPORT

S No	Lab No	Date	Location (km)	Station	Type of Work	Layer	Sieve analysis							MDD (gm/cc)	OMC %	L.A %	Sand Equivalent	CBR% at	Plastic Index	Remarks
							2"	1"	3/8"	# 4	# 10	# 40	# 200					1"		
	Project Specification Limits						100%	55/85	40/70	30/60	20/50	10/30	5/15	—	—	50% MAX	25 Min	50% min	6 Max	
1	23	4/2/2015	107+775 - 107+950	107+800	Road Way	2nd	100	81.8	66.2	54.6	37.0	17.8	9.7	—	—	27	—	—	—	
2	24	12/2/2015	114+800 - 115+000	114+650	Road Way	1st	100	81.4	64.8	52.4	35.6	18.9	11.6	2.266	6.6	—	—	—	—	
3	25	13/2/2015	109+950 - 110+050	109+995	C/Way	2nd	100	80.3	56.1	46.6	33.7	17.6	10.2	—	—	24.3	—	—	—	
4	26	15/2/2015	108+575 - 108+800	108+710	C/Way	2nd	100	81.1	56.0	44.3	35.1	19.4	8.9	—	—	24.6	—	—	—	
5	27	27/2/2015	114+375 - 114+575	114+450 L/S	Dual C/Way	2nd	100	81.6	63.8	53.7	33.3	18.6	11.4	—	—	—	—	—	—	

MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section- 4 QUETTA CHAMAN)													
SUBBASE MATERIAL FIELD DENSITY TESTS REPORT													
S No	LAB No	Date	Location (km)	Station	Type of Work	Layer	F.D.D (gm/cc)	M.C %	M.D.D (gm/cc)	O.M.C %	Achieved Compaction	Required Compaction	Remarks
1	13/A	4/2/2015	113+850 - 114+050	113+905	C/Way F-W	1st	2.233	5.5	2.274	6.4	98.2	98	OK
2	14/A	4/2/2015	114+050 - 114+219	114+115	C/Way F-W	1st	2.224	6.0	2.274	6.4	97.8	98	OK
3	16	4/2/2015	109+200 - 109+275	109+260	C/Way F-W	2nd	2.173	5.0	2.274	6.4	95.6	98	Fail
4	17	4/2/2015	110+075 - 110+175	110+150	C/Way F-W	2nd	2.069	5.1	2.274	6.4	91.0	98	Fail (Ref: 17/A)
5	18	8/2/2015	3+875 - 4+000	300+940	C/Way F-W	1st	2.231	6.0	2.274	6.4	98.1	98	OK
6	19	9/2/2015	109+375 - 109+575	109+420	C/Way F-W	2nd	2.166	4.5	2.266	6.6	95.7	98	Fail (Ref: 19/A)
7	20	9/2/2015	108+000 - 108+175	108+015	C/Way F-W	2nd	2.246	6.5	2.274	6.4	98.8	98	OK
8	21	10/2/2015	108+000 - 108+175	108+135	C/Way F-W	2nd	2.223	5.6	2.266	6.6	98.1	98	OK
9	22	10/2/2015	3+875 - 3+975	3+910	C/Way F-W	2nd	2.231	5.2	2.274	6.4	98.1	98	OK
10	23	10/2/2015	3+975 - 4+000	3+980	C/Way F-W	2nd	2.238	5.6	2.274	6.4	98.4	98	OK
11	19/A	10/2/2015	109+375 - 109+575	109+705	C/Way F-W	2nd	2.223	4.5	2.266	6.6	98.1	98	OK
12	24	10/2/2015	109+575 - 109+625	109+590	C/Way L/S	2nd	2.216	5.0	2.266	6.6	97.8	98	OK
13	17/A	10/2/2015	110+075 - 110+175	110+140	C/Way F-W	2nd	2.234	4.5	2.266	6.6	98.6	98	OK
14	25	10/2/2015	107+775 - 107+875	107+790	C/Way F-W	2nd	2.131	5.5	2.266	6.6	94.0	98	Fail (Ref: 25/A)
15	26	10/2/2015	107+875 - 107+950	107+835	C/Way F-W	2nd	2.166	5.0	2.266	6.6	95.6	98	Fail (Ref: 26/A)
16	27	12/2/2015	114+800 - 114+900	114+850	Dual C/Way	1st	2.241	5.5	2.266	6.6	98.9	98	OK
17	28	12/2/2015	114+900 - 115+000	114+927	Dual C/Way	1st	2.230	5.0	2.266	6.6	98.4	98	OK
18	29	12/2/2015	114+625 - 114+725	114+680	Dual C/Way	1st	2.229	5.0	2.266	6.6	98.4	98	OK
19	30	12/2/2015	114+725 - 114+800	114+750	Dual C/Way	1st	2.223	5.2	2.266	6.6	98.1	98	OK
20	31	12/2/2015	109+775 - 109+875	109+800	C/Way F-W	2nd	2.214	4.8	2.266	6.6	97.7	98	OK
21	32	12/2/2015	109+875 - 109+950	109+910	C/Way F-W	2nd	2.236	5.0	2.266	6.6	98.6	98	OK
22	25/A	12/2/2015	107+775 - 107+875	107+803	C/Way F-W	2nd	2.218	5.0	2.266	6.6	97.9	98	OK
23	26/A	12/2/2015	107+875 - 107+950	107+910	C/Way F-W	2nd	2.224	5.0	2.266	6.6	98.2	98	OK
24	33	14/2/2015	114+800 - 114+900	114+880	Dual C/Way	1st	2.225	5.5	2.266	6.6	98.2	98	OK
25	34	14/2/2015	114+900 - 115+000	114+945	Dual C/Way	1st	2.232	5.3	2.266	6.6	98.5	98	OK
26	35	14/2/2015	108+325 - 108+425	108+390	C/Way F-W	2nd	2.234	5.0	2.266	6.6	98.6	98	OK
27	36	14/2/2015	108+425 - 108+500	108+450	C/Way F-W	2nd	2.223	5.2	2.266	6.6	98.1	98	OK
28	37	14/2/2015	109+950 - 110+050	109+985	C/Way F-W	2nd	2.218	5.0	2.266	6.6	97.9	98	OK
29	38	16/2/2015	108+575 - 108+675	108+605	C/Way F-W	2nd	2.180	5.8	2.266	6.6	96.2	98	Fail *
30	39	16/2/2015	108+675 - 108+800	108+755	C/Way F-W	2nd	2.173	6.0	2.266	6.6	95.9	98	Fail *
31	40	21/2/2015	113+950 - 114+075	114+000	Dual C/Way R/S	2nd	2.227	5.8	2.266	6.6	98.3	98	OK
32	41	21/2/2015	114+075 - 114+175	114+155	Dual C/Way R/S	2nd	2.236	5.0	2.266	6.6	98.7	98	OK
33	42	21/2/2015	114+075 - 114+219	114+200	Dual C/Way R/S	2nd	2.232	5.3	2.266	6.6	98.5	98	OK
34	43	23/2/2015	113+150 - 113+950	113+900	Dual C/Way R/S	2nd	2.232	6.0	2.266	6.6	98.5	98	OK
35	44	23/2/2015	114+275 - 114+425	114+300	Dual C/Way R/S	2nd	2.239	6.3	2.266	6.6	98.8	98	OK
36	45	26/2/2015	114+425 - 114+525	114+475	Dual C/Way R/S	2nd	2.144	5.1	2.266	6.6	94.6	98	Fail (Ref: 45/A)
37	46	26/2/2015	114+525 - 114+625	114+575	Dual C/Way R/S	2nd	2.173	5.3	2.266	6.6	95.9	98	Fail (Ref: 46/A)
38	47	26/2/2015	114+625 - 114+725	114+700	Dual C/Way R/S	2nd	2.237	5.0	2.266	6.6	98.7	98	OK
39	48	26/2/2015	114+725 - 114+800	114+775	Dual C/Way R/S	2nd	2.232	5.2	2.266	6.6	98.5	98	OK
40	49	26/2/2015	114+825 - 114+925	114+875	Dual C/Way R/S	2nd	2.234	5.4	2.266	6.6	98.6	98	OK
41	50	26/2/2015	114+925 - 115+000	114+975	Dual C/Way R/S	2nd	2.241	5.3	2.266	6.6	98.9	98	OK
42	45/A	28/2/2015	114+425 - 114+525	114+450	Dual C/Way R/S	2nd	2.223	5.0	2.266	6.6	98.1	98	OK
43	46/A	28/2/2015	114+525 - 114+625	114+580	Dual C/Way R/S	2nd	2.227	5.2	2.266	6.6	98.3	98	OK
Note The tests indicated by * have been retested by EGC													

**MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section- 4 QUETTA CHAMAN)****EMBANKMENT/SUBGRADE MATERIAL FIELD DENSITY TESTS REPORT**

S No	Lab No.	Date	Description	Location (km)	Station km	Layer	F.D.D (gm/cc)	M.C %	M.D.D (gm/ cc)	OMC %	Achieved Compaction	Required Compaction	Remarks
1	52	2/2/2015	Link Road R/S	--	3+950	NGC	2.039	6.5	2.255	7.1	90.4	90	OK
2	53	2/2/2015	Link Road L/S	--	85+358	NGC	2.043	6.3	2.255	7.1	90.6	90	OK
3	54	2/2/2015	Link Road R/S	--	85+730	NGC	2.034	6.4	2.255	7.1	90.2	90	OK
4	55	2/2/2015	Link Road L/S	--	85+760	NGC	2.048	6.2	2.255	7.1	90.8	90	OK
5	56	2/2/2015	Link Road L/S	--	65+055	1st	2.156	6.5	2.255	7.1	95.6	95	OK
6	57	2/2/2015	Link Road L/S	--	65+825	1st	2.149	6.7	2.255	7.1	95.3	95	OK
7	58	2/2/2015	Link Road L/S	--	69+350	1st	2.160	6.4	2.255	7.1	95.8	95	OK
8	59	2/2/2015	B/F of Culvert	--	3+950	1st	2.158	6.4	2.255	7.1	95.7	95	OK
9	60	4/2/2015	Link Road L/S	--	3+950	1st	2.176	6.7	2.255	7.1	96.5	95	OK
10	61	4/2/2015	Link Road L/S	--	69+522	1st	2.168	5.3	2.255	7.1	96.1	95	OK
11	62	4/2/2015	Link Road L/S	--	69+350	2nd	2.085	6.5	2.255	7.1	92.5	95	Fail (Ref: 62/A)
12	63	4/2/2015	B/F of Culvert ABT/A	--	3+940	2nd	2.149	5.6	2.255	7.1	95.3	95	OK
13	64	4/2/2015	B/F of Culvert ABT/B	--	3+940	2nd	2.147	6.2	2.255	7.1	95.2	95	OK
14	65	8/2/2015	Link Road L/S emb	--	3+940	3rd	2.182	6.5	2.255	7.1	96.8	95	OK
15	66	8/2/2015	B/F of Culvert ABT/A	--	3+950	3rd	2.158	6.5	2.255	7.1	95.7	95	OK
16	67	8/2/2015	B/F of Culvert ABT/B	--	3+950	3rd	2.149	6.8	2.255	7.1	95.3	95	OK
17	68	8/2/2015	Link Road L/S emb	--	85+360	1st	1.149	5.7	2.255	7.1	95.2	93	OK
18	62/A	10/2/2015	Link Road L/S	--	69+350	2nd	2.149	6.6	2.255	7.1	95.2	95	OK
19	69	12/2/2015	Sub Grad	105+975 - 106+075	106+050	Top	2.151	5.5	2.255	7.1	95.4	95	OK
20	70	14/2/2015	B/F of Culvert	--	ABT/A	4th	2.153	5.8	2.255	7.1	95.5	95	OK
21	71	14/2/2015	B/F of Culvert	--	ABT/B	4th	2.147	5.5	2.255	7.1	95.2	95	OK
22	72	14/2/2015	Link Road R/S	--	3+950	4th	2.088	6.0	2.255	7.1	92.6	95	Fail
23	73	14/2/2015	Culvert	--	109+761	Bed	2.153	6.0	2.255	7.1	95.5	95	OK
24	74	23/2/2015	Link Road L/S	--	85+358	2nd	2.154	6.5	2.255	7.1	95.5	95	OK



**MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section- 4 QUETTA CHAMAN)****SUMMARY OF CONCRETE COMPRESSIVE STRENGTH**

S No	Casting Date	Class	Part of Structure	Location	Slump (mm)	Mix Temp	Air Temp	Date of 7 days	Dial Reading (kN)	Strength (kg/cm <sup>2</sup> )	Avg Strength (kg/cm <sup>2</sup> )	28 days Date	Dial Reading (kN)	Strength (kg/cm <sup>2</sup> )	Avg Strength (kg/cm <sup>2</sup> )	Required Strength (kg/cm <sup>2</sup> )	REMARK
28/A	2/2/2015	A1	Drain Top slab R/S	60+955 - 61+010	70	18	17	9/2/2015	295	165	168						
B	"	"	"	"	"			"	305	170							
C	"	"	"	"	"			"	300	168							
D	"	"	"	"	"							2/3/2015					
E	"	"	"	"	"							"					
F	"	"	"	"	"							"					
29/A	4/2/2015	B	Pipe Culvert Bed	107+972	70	22	14	11/2/2015	235	131	135						
B	"	"	L/S	"	"			"	245	137							
C	"	"	"	"	"			"	245	137							
D	"	"	"	"	"							4/3/2015					
E	"	"	"	"	"							"					
F	"	"	"	"	"							"					
30/A	8/2/2015	A1	Drain Top slab R/S	60+030 - 60+052	71	23	15	15/2/2015	320	179	182						
B	"	"	"	60+062 - 60+085	69			"	325	182							
C	"	"	"	"	"			"	330	184							
D	"	"	"	"	"							8/3/2015					
E	"	"	"	"	"							"					
F	"	"	"	"	"							"					
31/A	10/2/2015	B	Single pipe culvert	108+204	73	24	17	15/2/2015	250	140	138						
B	"	"	"	"	69			"	250	140							
C	"	"	"	"	75			"	240	134							
D	"	"	"	"								10/3/2015					
E	"	"	"	"								"					
F	"	"	"	"								"					
32/A	12/2/2015	B	Duble pipe culvert	109+320	71	20	21	19/2/2015	260	145	147						
B	"	"	"	"	105			"	264	148							
C	"	"	"	"	70			"	266	149							
D	"	"	"	"	-							12/3/2015					
E	"	"	"	"	-							"					
F	"	"	"	"	-							"					

33/A	14/2/2015	A1	Drain Top slab R/S	60+085 - 60+125	80	19	20	21/02/2015	290	162	164						
B	"	"	"	60+400 - 60+514	62				296	165							
C	"	"	"	"	73				296	165							
D	"	"	"	"								14/3/2015					
E	"	"	"	"								"					
F	"	"	"	"								"					
34/A	15/2/2015	A1	Top slab of drain	61+044 - 61+116	71	20	22	22/2/2015	300	168	166						
B	"	"	"	"	77			"	294	164							
C	"	"	"	"	69			"	296	165							
D	"	"	"	"								15/03/2015					
E	"	"	"	"													
F	"	"	"	"													
35/A	17/2/2015	A1	Top slab of drain L/S	72+775 - 72+811	70	21	22	24/2/2015	292	163	160						
B	"	"	"	"	72			"	286	159							
C	"	"	"	"	84			"	282	158							
D	"	"	"	"								17/3/2015					
E	"	"	"	"													
F	"	"	"	"													
36/A	19/2/2015	A1	Top slab of drain L/S	72+600 - 72+650	71	22	23	26/2/2015	290	162	166						
B	"	"	"	"	74			"	309	173							
C	"	"	"	"				"	294	164							
D	"	"	"	"								19/3/2015					
E	"	"	"	"													
F	"	"	"	"													
37/A	21/2/2015	A1	Top slab of drain R/S	61+110 - 61+320	70	21	19	28/2/2015	296	165	163						
B	"	"	"	"	76			"	290	162							
C	"	"	"	"	74			"	290	162							
D	"	"	"	"								21/3/2015					
E	"	"	"	"													
F	"	"	"	"													

## MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section- 4 QUETTA CHAMAN)

## AGGREGATE QUALITY TESTS FOR CONCRETE REPORT

S No	Test No	Date	Location (km)	Description	Type of Agg	Sieve analysis		C/Average						F/Average								F-M	Remarks
						2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	3/8"	#4	#8	#16	#30	#50	#100	#200		
Specification Limits						-	-	100	90/100		20/55	0/10	0/5	100	95/100	80/100	45/85	25/60	10-3	2-10	0-3	2.3/3.1	
1	60	2/2/2015	60+955 - 61+010	Drain Top Slab R/S	C/A 3/4" Down			100	79.4		4.4	0.6	-										Not OK (Ref: Blend of 60 & 61)
2	61	2/2/2015	60+955 - 61+010	Drain Top Slab R/S	C/A 1/2" Down			100	100		86.6	18.0	2.4										
3	62	2/2/2015	Blend of 60 & 61		Blend				89.7		45.5	9.3	1.2										OK
4	63	9/2/2015	60+955 - 61+010	Drain Top Slab R/S	F/A									100	94.8	86.8	80.0	55.5	27.0	8.8	2.6	2.5	OK
5	64	9/2/2015	108+204	Single pipe culvert	C/A 2" down	100	97.9	37.9	2.0	1.2	0.9	0.4	-										
6	65	9/2/2015	108+205	Single pipe culvert	C/A 1" down			100	86.6	45.6	26.6	4.4	-										
7	66	9/2/2015	Blend of 64 & 65		Blend	100	-	69.0	100	23		2.4	-										OK
8	67	9/2/2015	108+205	Single pipe culvert	F/A									100	97.9	97.1	65.4	45.1	27.0	8.1	2.8	2.6	OK
9	68	11/2/2015	109+320	D/Pipe Culvert	C/A 2" down	100		32.8		0.9		0.1											
10	69	11/2/2015	109+320	D/Pipe Culvert	C/A 1" down			100		41.7		2.4											
11	70	11/2/2015	Blend of 68 & 69		Blend	100		66.4		21.3		1.3											OK
12	71	11/2/2015	109+320	D/Pipe Culvert	F/A									100	96.2	95.2	68.6	42.1	25.4	6.8	2.7	2.7	OK
13	72	16/2/2015	91+525	Culvert	F/A									100	97.3	94.8	67.4	43.0	26.2	7.1	2.9	2.6	OK
14	73	16/2/2015	72+775 - 72+811	Drain Top Slab L/S	C/A 1" down			100	81.4	25.3	16.3	0.4											
15	74	16/2/2015	72+775 - 72+811	Drain Top Slab L/S	C/A 1/2" Down			100	100	88.6	55.5	11.0	1.7										
16	75	16/2/2015	Blend of 73 & 74		Blend			100	90.7	-	36.0	5.7											OK
17	76	16/2/2015	72+775 - 72+811	Drain Top Slab L/S	F/A									100	95.6	87.6	64.0	49.4	23.1	7.8	2.8	2.7	OK
18	77	25/2/2015	109+661 L/S	Bed of culvert	C/A 2" down	100		32.1		12.0		0.2											
19	78	25/2/2015	109+661 L/S	Bed of culvert	C/A 1" down			100		40.8		2.4											
20	79	25/2/2015	Blend of 77 & 78		Blend	100		66.1		26.4		1.3											OK
21	80	25/2/2015	109+661 L/S	Bed of culvert	F/A									100	95.7	77.9	67.1	44.7	25.4	9.1	4.2	2.8	OK
22	81	25/2/2015	87+749 R/S	ABT/A+B	C/A 2" down	100		33.4		10.8		0.3											
23	82	25/2/2015	87+749 R/S	ABT/A+B	C/A 1" down	100		100		42.4		2.2											
24	83	25/2/2015	Blend of 81 & 82		Blend	100		66.7		26.6		1.3											OK
25	Not	25/2/2015	87+749 R/S	ABT/A+B	F/A									100	96	80.2	69.4	60.1	23.5	6.7	2.7	2.6	OK

**MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section- 4 QUETTA CHAMAN)****ABSORPTION AND COMPRESSIVE STRENGTH OF BRICK**

Test No	Date	Mark	Location	Dry WT (gm)	SSD WT (gm)	ABSR %	Avg ABSR	Length (cm)	Width (cm)	Area cm2	Load (kn)	Strength kg/cm2	Avg
9	9/2/2015	NSR	72+700 - 72+836	--	--	--	--	--	--	227.3	442	198.3	198.8
	"	"	72+770 R/S Drain	--	--	--	--	--	--	240.2	450.0	191.1	
	"	"	"	--	--	--	--			233.6	430	187.8	
	"	"	"	--	--	--	--			238.5	435	186.6	
	"	"	"	2709	3207	18.4	18.5	--	--	--	--	--	
	"	"	"	2760	3276	18.7		--	--	--	--	--	
10	14/02/2015	NSR	60+530 Drain R/S	--	--	--	--			231.5	410	180.6	182.0
	"	"	"	--	--	--	--			240.2	418	177.6	
	"	"	"	--	--	--	--			237.3	430	184.8	
	"	"	"	--	--	--	--			339.0	434	185.2	
	"	"	"	2710	3168	16.9	17.1						
	"	"	72+500	2745	3217	17.8		--	--	--	--	--	
	"	"	Drain	2755	3212	16.6		--	--	--	--	--	
11	23/02/2015	NSR	87+749 R/S	--	--	--	--			245.31	435	180.8	180.0
	"	"	"	--	--	--	--			243.1	428	179.5	
	"	"	"	--	--	--	--			242.0	418	176.1	
	"	"	"	--	--	--	--			228.8	415	185.1	
	"	"	"	2659	3111	17.0	16.6						
	"	"	"	2649	3097	16.9		--	--	--	--	--	
	"	"	"	2619	3073	17.3		--	--	--	--	--	

**MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section- 4 QUETTA CHAMAN)****RIP RAP QUALITY TEST REPORT**

S.No	Lab No	Date	Location	L.A%	Apparent Specific Gravity	Absorption %
1	8	1/2/2015	62+800 R/S	20.1	2.692	0.690
2	9	1/2/2015	65+100 B/S	20.8	2.698	0.710
3	10	5/2/2015	62+910 B/S	19.0	2.709	0.750
4	11	5/2/2015	63+825 B/S	22.0	2.706	0.695
5	12	5/2/2015	64+930 B/S	20.0	2.704	0.675
6	13	5/2/2015	65+612 B/S	18.7	2.707	0.675
7	14	7/2/2015	66+795 B/S	21.8	2.707	0.770
8	15	7/2/2015	66+445 B/S	20.0	2.705	0.715
9	16	7/2/2015	66+162 B/S	22.1	2.702	0.685
10	17	7/2/2015	65+700 B/S	18.9	2.706	0.690
11	18	9/2/2015	65+425 B/S	21.9	2.708	0.760
12	19	9/2/2015	67+300 B/S	22.0	2.735	0.740
13	20	9/2/2015	66+881 B/S	22.6	2.703	0.730
14	21	11/2/2015	64+850 B/S	18.9	2.719	0.805
15	22	11/2/2015	67+717 B/S	20.0	2.712	0.765
16	23	11/2/2015	67+840 B/S	19.0	2.709	0.730
17	24	11/2/2015	67+975 B/S	21.5	2.705	0.700
18	25	12/2/2015	68+088 B/S	21.0	2.701	0.650
19	26	17/2/2015	69+000 B/S	24.0	2.703	0.660
20	27	17/2/2015	65+215 B/S	23.0	2.700	0.685
21	28	17/2/2015	68+506 B/S	21.0	2.703	0.685
22	29	17/2/2015	68+740 B/S	22.0	2.702	0.680
23	30	18/2/2015	68+840 B/S	22.0	2.701	0.705
24	31	18/2/2015	70+332 B/S	22.4	2.706	0.680
25	32	18/2/2015	70+525 B/S	23.5	2.700	0.715
26	33	18/2/2015	70+700 B/S	22.8	2.707	0.695
27	34	18/2/2015	73+513 B/S	24.0	2.712	0.810
28	35	23/2/2015	60+057 L/S	21.8	2.706	0.775

## MONTHLY SUMMARY FOR THE MONTH OF FEBRUARY-2015 (Section-4 QUETTA CHAMAN)

### ASPHALTIC CONCRETE BASE COURSE QUALITY TESTS REPORT

	Specific Gravity A.C (Gb) 1.030											MARSHAL MOULD DENSITY						
S No	Paving Date	Station	Type of Work	% A.C by Wt of Mix Pb	Sieves analysis							Bulk Sp. Gr. (Gmb)	Maximum Sp. Gravity (Gmm)	% Air Voids (Pa)	VMA (%)	Stability (kg)	Flow (0.01" / 0.25 mm)	Lossof stability %
					2"	1-1/2"	3/4"	# 4	# 8	# 50	# 200							
JMF LIMITS. ACBC Class-A				3.3±.3	100	93/100	58/72	29/37	20/27	4/10	2.9/4.9	Nil	Nil	4/8	11 Min	2250 Min	12/21	25 Max
1	25/2/2015	3+260 F/W	ACWC	3.32	100	70.2	-	36.1	27.9	9.2	3.8	2.385	2.557	6.7	13.4	2634	17.7	16.0

## **2.5 ENVIRONMENTAL COMPLIANCE**

- The M&E consultants continued to liaise with relevant stakeholders about environmental, compliance and other concerns relating to the strengthening / improvement of the vital national traffic corridor.
- FWO was advised for demonstrating good environmental practice in conformity with the construction environmental management plan.
- FWO was advised to ensure Health & Safety Protocol Compliance for labor/workers at construction activity sites.
- Dust pollution being controlled in both sections by sprinkling of water but needs to be controlled in Kjojak Pass on regular basis.
- Environmental Monitoring Report is attached as Annex-II.

## **2.6 SECURITY SITUATION**

Security Situation report is attached as Annex-III.



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## **ANNEXURES**

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## **ANNEXURE-I**

### **M&E Staff**

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## M&E STAFF

The following members of the M&E Team were involved at various activities of the project progressed. Other staff members will be mobilized according to demand of work load.

### PROJECT MANAGER OFFICE – STAFF DEPLOYMENT

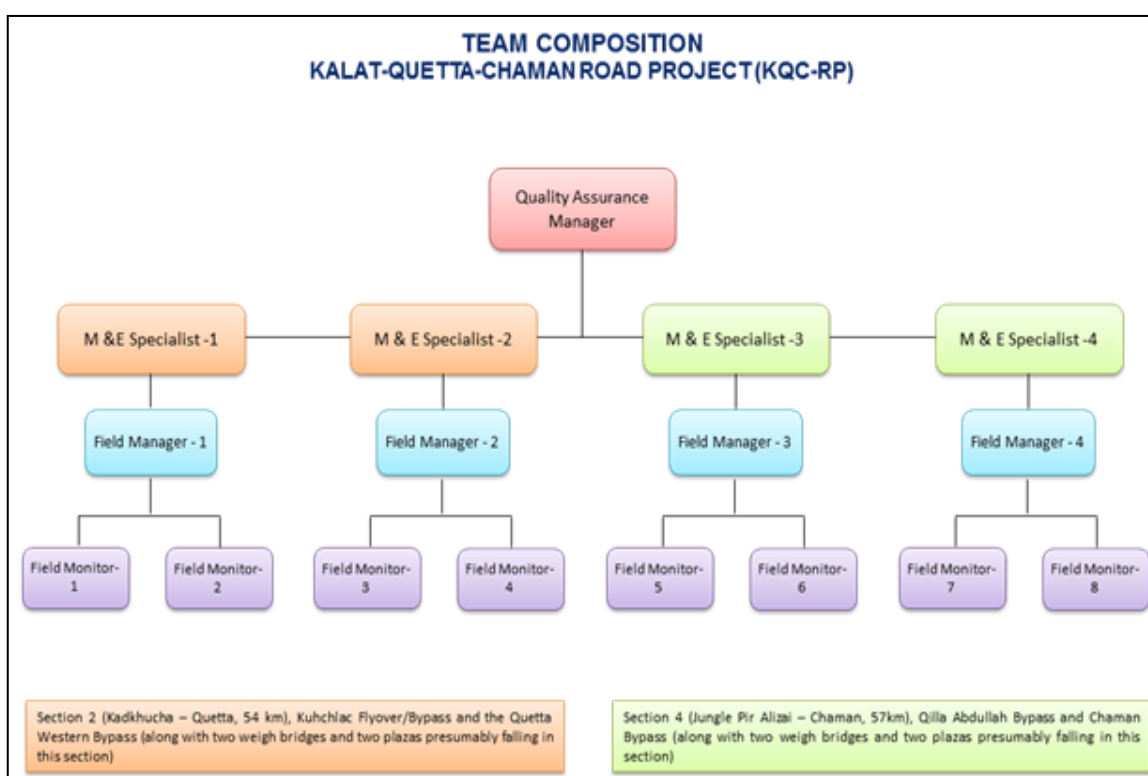
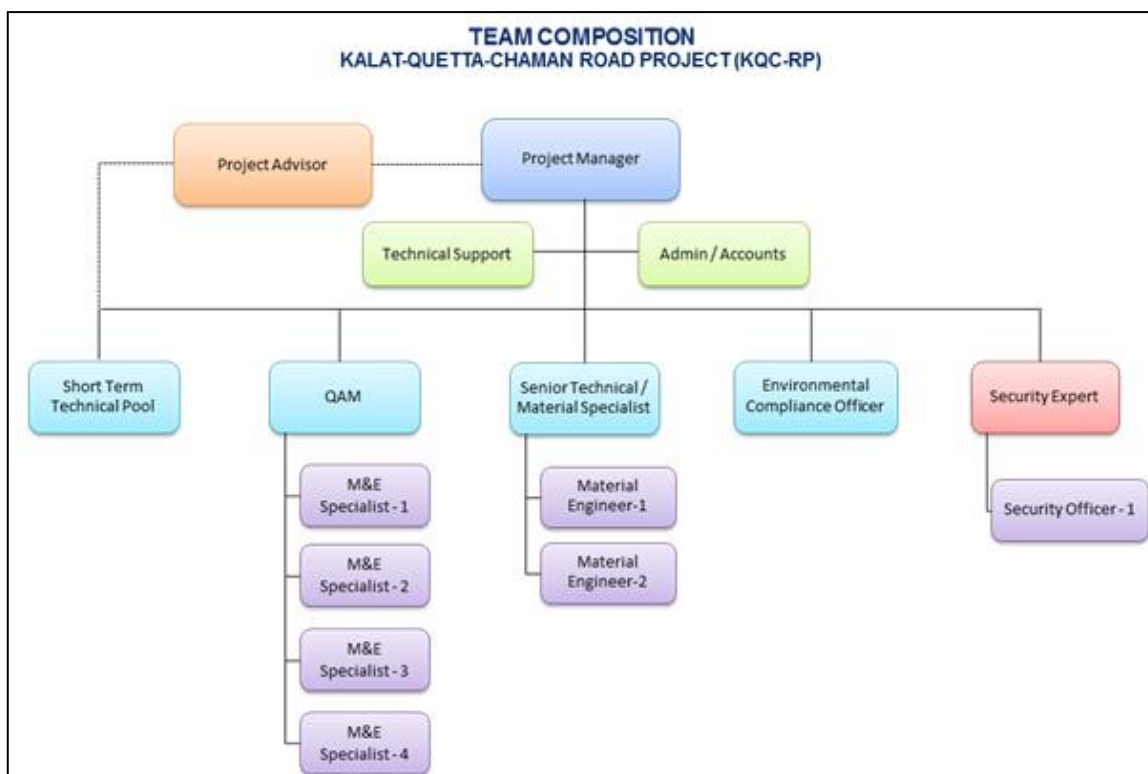
S. No	Name	Designation
1	Saleem Raza	Project Manager
2	Mohammad Aamer Khan	Provincial Coordinator
3	Saeed Rehman	Quality Assurance Manager
4	Gul Muhammad Khoso	Environmental Compliance Officer
5	Qazi Amanullah	M&E Specialist
6	Muhammad Kaleem	M&E Specialist
7	Inayat ullah Shah	Field Manager
8	Nadeem Amir	Office Engineer
9	Saqib Sarwar	Field Manager
10	Muhammad Ashraf	Field Monitor
11	Abid Iqbal	Field Monitor
12	Shahid Jan	Field Monitor
13	Naeem Jan	Senior Surveyor
14	Asad Ayub	Auto Cad Operator
15	Capt. (R) Farid-ud-din	Security Expert / Advisor
16	Major (R) Shahid Tanvir	Security Officer
17	Zahir Gul	Manager Admin/ Finance
18	Syed Abdullah Shah	Accountant
19	Matloob Hussain	Admin Officer
20	Muhammad Sohail	IT Officer
21	Mustafa Ali	Assistant Accountant
22	Fakhar Ahmad	Receptionist
23	Asmatullah	Admin Assistant
24	Muhammad Zahoor	Quantity Surveyor
25	Kamran Saddique	Computer Operator

**LABORATORY STAFF**

<b>S. No.</b>	<b>Name</b>	<b>Designation</b>
1	Masood Ahmed	Material Specialist
2	Aurangzeb	Material Engineer
3	Niaz Ahmed	Senior Lab Technician
4	Ather Hussain	Senior Lab Technician
5	Muhammad Ajmal	Lab-Technician
6	Nadeem Ahmed	Lab Assistant
7	Muhammad Imran	Lab Assistant

**PESHAWAR BASED STAFF**

<b>S. No.</b>	<b>Name</b>	<b>Designation</b>	
1	Nasir-ul-Mulk	Project Advisor	Intermittent
2	Muhammad Ishaq	Technical Specialist Cat-1 (Chief Structure Engineer)	
3	Tahir Kamran	Senior Technical Specialist	Full time
4	Abid-ul-Haq	Quantity Surveyor	
5	Waqas Ali	Jr. CAD Operator	



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## **ANNEXURE-II**

### **ENVIRONMENTAL MONITORING REPORT**

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## Environmental Monitoring

**Environmental Compliance Officer:**

Gul Mohammad Khoso

**Dates of Visit:**

09/02/2015, 23/02/2015,  
& 26/02/2015

**Persons Consulted at Site:**

Mr. Mohsin Khan,  
Environmental Engineer FWO  
Captain Ammar, FWO  
Mr. Rafiq ur Rehman, Inspector  
EGC  
Mr. Mohammad Bashir,  
Supervisor FWO

**Work Status:**

- Work in progress
- Work Stopped
- Work Completed

✓



**Kalat Quetta Chaman Road Project Section 2 & 4**  
**Monthly Environment Monitoring Report No. 4**

The report mainly presents the Environmental Monitoring for the project from 1<sup>st</sup> February to 28<sup>th</sup> February, 2015. The FWO has conducted the water quality and noise level tests and submitted the report as required under Environmental Mitigation & Monitoring Plan volume – II (Table 3a). The tests were carried out by the “Societe General Surveillance” (SGS) Pakistan Environmental Services Private Limited, during the month of January, 2015.

**Water Quality**

Surface water quality tests at Shela Bagh water point and Frontier Constabulary (FC) check posts, Mastung were carried out.

The test results indicate the physical, chemical and biological parameters to be within the limits of National Environmental Quality and World Health Organization Standards. The ground water quality tests were not carried out as the same are to be performed on quarterly basis.

**Noise Level**

The noise level tests at the locations of sensitive receptors along Section-2 and Section-4 mentioned in Annex – IV of EDF were recorded for vehicular traffic. The noise levels exceeded slightly in Section-4. However, the noise levels recorded for vehicular traffic in Section-2 remained almost within the limits of NEQS. The FWO was advised to carry out the noise level tests at the boundary of noise sensitive receptors for the heavy equipment and machineries as given in EDF (Annex V) and also suggested in the EMMP (Volume II) at the time when slack (winter) season will be over and considerable construction activities will take place in both sections of the road.

**Air Quality**

The air quality tests have not been carried out by FWO as yet. The FWO was directed to carry out the air quality tests as required in EMMP (Table 3a).

The asphalt batching plant which was emitting excessive dust, has now been equipped with dust collector. The FWO was directed to carry out the air quality tests whenever the asphalt plant is put into operation after slack season.

### **Environmental Monitoring Check List**

Environmental monitoring check list for the site (Section-2 & Section-4) is elaborated below:-

<b>Environmental Monitoring Check List for the Site</b> EMPR No. 04 February, 2015		
<b><i>Activity</i></b>	<b><i>Monitoring Indicators</i></b>	<b><i>Observations</i></b>
Excavation, cutting and filling	Soil erosion & stability and surface water contamination.	<p>The scarification work was carried out on the existing road in section-2 and the aggregate base course grading/spreading continued at the shoulders and sub base of the road in section- 4. The excavation for side drain from RD 79+629 to RD 79+980 in section-2 and for slab drain at RD 91+527 in section-4 was also found in progress. At RD 92+800, RD 93+00, RD 94+730 hill side (rock) cutting for widening of road continued in section-4.</p> <p>During the site visit, it was observed that waste from rock cutting has been spread over the shoulders and slope of the road. This overburdening has caused erosion / sliding in different sections of the road on account of recent rains / snowfall (refer to plate # 1). These places due to overburdening have also become risky to the passengers travelling on the road. The FWO staff was directed to dispose of the hill side cutting waste to safer places and provide warning signboards and safety taps around these precarious places to avoid any mishap to the travellers.</p> <p>During the site visit, it was noted that FWO has been carrying out the sprinkling of water on temporary access roads and dusty sections of road in both sections of the road (refer to plates # 2 &amp; 3).</p>

<b>Environmental Monitoring Check List for the Site</b>		
<b><i>Activity</i></b>	<b><i>Monitoring Indicators</i></b>	<b><i>Observations</i></b>
Health & Safety of workers	Health problems or immediate risk to the workers	<p>During the site visit, it was observed that health and safety protocols compliance was not followed at construction sites in both sections of the road. The labor / workers engaged on hill side cutting, construction of culverts, retaining walls and side drains were not provided with personal protective equipment (refer to plate # 4).</p> <p>The first aid and ambulance facilities were also not made available at construction activity and hill side cutting sites.</p> <p>The FWO was advised to ensure safety protocols and take measures for keeping records of accidents / injuries to the workers during construction activities.</p>

### **ADVICE TO NHA/FWO FOR THE WORK PLAN OF NEXT MONTH**

The FWO has been advised to comply with the mitigation measures for the following works/aspects as suggested in the Environmental Mitigation Plan (Volume-II) of Environmental Documentation Form.

- i. Proper material handling.
- ii. Traffic control & management.
- iii. Health & safety protocols compliance during construction activities.
- iv. Sprinkling of water on temporary access and dusty roads in both sections to control the dust pollution.

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## PICTORIAL ENVIRONMENTAL DATA SHEET

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Plate#1 Dated: 23/02/2015 RD 95+600 Section-4.  
Proper remedial measures needed to protect the road from erosion / sliding.



Plate#3 Dated: 26-02-2015 RD 68+450 Section-4.  
the temporary access road has been sprinkled with water to control the dust pollution.



Plate#5 Dated: 23-02-2015 RD 89+00 Section-4.  
Another view of road sprinkled with water.



Plate # 4 Dated 18-02-2015 RD 79+029 to RD 79+770.  
Health & safety protocols needed for the labor/ workers at construction activity site.

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## **ANNEXURE-III**

### **SECURITY REPORT**

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## Security Situation

### KALAT-QUETTA-CHAMMAN (ROAD PROJECT)

#### MONTHLY SECURITY REPORT- FEB 2015

#### 1. General.

- a. The security situation in Balochistan Province generally remained moderate risk however in Northern Parts of Balochistan like Zhob, Killa Saifullah, Loralai and Musa Khel Districts the Terrorist Groups are becoming more active and alarming. The incidents of terrorism have been occurred in which the terrorist have kidnapped Govt/Private Bank and Polio Team Officials and later brutally killing them. The Security Forces have carried out effective Operation in these areas and arrested numbers of miscreants beside killing dozen of them but the situation is not very comfortable.
- b. The alarming security situation in Northern Parts of Balochistan may spill over towards adjoining area and effect Quetta – Chamman Axis (Section 4 ) in future, however the Security Forces are taking effective measures to forestall and eliminate terrorism surfacing in these area and it is hoped that with the recent shift in Govt Policy the Security Forces would be able to achieve its goals.

#### 2. Incidents Occurred During Current Month

##### a. Quetta- Chamman Axis

- (1) On 09 Feb 2015, Levies Police Chamman arrested an Afghan National Mr Jamil Khan from Mir Khan Road Chamman and recovered two teen aged brother from his custody. These brothers were kidnapped from Quetta few weeks back. The Offender was taken to Police Station for interrogation.
- (2) On 10 Feb 2015, some unknown armed personnel fired indiscriminately and killed an Afghan National near Boghra Village Chamman and fled away.
- (3) On 22 Feb 2015, some unknown miscreants planted a 4 KG bomb, on Gas Line close to “Old Custom House Chamman”. On information the Bomb Disposal Squad defused it. No arrest reported.
- (4) On 22 Feb 2015, the Levies Police Chamman arrested 09 x Afghan National who were illegally trying to enter into Pakistan.
- (5) On 23 Feb 2015, a car bomb exploded on Taj Road Chamman. Resultantly one child killed and thirteen other got injured. No arrest reported.
- (6) On 24 Feb 2015, a bomb planted by the terrorist exploded in Chamman. Resultantly one person died and seven injured. About six vehicles badly damaged. No arrest reported.

##### b. Quetta- Kalat Axis

- (1) On 10 Feb 2015, some unknown miscreants fired on FC Check Post in Mastung area and fled away. No arrest reported.
- (2) On 23 Feb 2015, two motorcyclists fired and killed one person in Kalat. The miscreants fled away and no arrest reported.



**c. Quetta City**

- (1) On 08 Feb 2015, the Police carried out a search operation in Brewery Area and arrested a group who were involved in Car snatching and other crimes. Five Afghan Nationals were also arrested and weapons were recovered from them.
  - (2) On 10 Feb 2015, some unknown miscreants tried to snatch a car from Mr Mehmood Nawaz resident of Saryab Road Quetta and on failing injured him.
  - (3) On 16 Feb 2015, the Security Forces carried out an operation on Mastung Road Quetta with the aim to arrest Mr Usman Saifullah, a wanted terrorist of banned organization who was "Master Mind" of Shikarpur Bomb blast on "Imamia Imambargah" in which more than thirty people were killed. An exchange of fire took place and the wanted terrorist was killed by the Security Forces.
  - (4) On 22 Feb 2015, some unknown miscreants fired on a Police Constable near Eastern Bypass and injured him. The miscreants fled away and no arrest reported.
3. **Advisory Issued to AGES- KQC (RP) Employees.** All employees of AGES KQC (RP) have been asked to strictly follow the already issued Security SOPs with more emphasis on following aspects.
- (1) All Staff going on leave must avoid road travelling in own as well as in Public Transport.
  - (2) Field Staff while going to Project Area must not carry AGES cards with them.
  - (3) Avoid discussing Project Portfolio with unauthorized persons.
  - (4) Field Staff must avoid travelling after last light and fall back to Quetta during light hours.
  - (5) No one to stop on hotel/shops falling en route for taking tea or any edibles.
  - (6) Prayer to be offered on a safer place like FC, Levies Check /Police Check Posts and Security Guards accompanied be asked to remain on alert during prayer hours. They should not be made part of it.
  - (7) The Security Staff must not left vehicles unattended while Field Staff is busy to inspect engineering aspect of the Project.

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## **ANNEXURE-IV**

### **MINUTES OF MEETING**

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## Minutes of Meeting

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From: **Saleem Raza** (saleemrz1@hotmail.com)  
Sent: Monday, February 16, 2015 11:57:06 AM  
To: KQC Project N25 (epc.n25@gmail.com); kqc760ceg@gmail.com (kqc760ceg@gmail.com)  
Cc: azizages@gmail.com (azizages@gmail.com); Tahir Kamran (tahirkamran70@yahoo.com);  
nasirulmulk@yahoo.com (nasirulmulk@yahoo.com); ishaqkhan74@yahoo.com  
(ishaqkhan74@yahoo.com)  
Bcc: Saeed Rehman (engineersaeedrehman@gmail.com); qaziamanullah.46@gmail.com  
(qaziamanullah.46@gmail.com); kaleemmnasir@gmail.com (kaleemmnasir@gmail.com);  
ageskqc@yahoo.com (ageskqc@yahoo.com)  
1 attachment  
Minutes dt 12.02.15 final.docx (62.5 KB)

Dear Sir,

Kindly find enclosed Minutes of Meeting held on 12th Feb 2015 in the office of AGES  
Quetta.

This is for your information and further action please.

Saleem Raza  
Project Manager AGES  
KQC Road Project  
Quetta  
+923218001272

## Minutes of Meeting (Addendum) 12.02.2015

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From: **Saleem Raza** (saleemrz1@hotmail.com)

Sent: Wednesday, February 25, 2015 10:56:04 AM

To: member.wz@gmail.com (member.wz@gmail.com); KQC Project N25 (epc.n25@gmail.com)

1 attachment

Minutes dt 12.02.15 addendum.docx (46.2 KB)

Dear Sir,

Kindly find enclosed addendum to the Minutes of Meeting held on 12th Feb 2015 for further action please.

Regards,

Saleem Raza

Project Manager AGES

KQC Road Project

Quetta

+923218001272

## **MINUTES OF MEETING**

**Date:** 12.02.2015.

**Venue:** AGES Office Quetta.

Project coordination meeting was held on 12<sup>th</sup> February, 2015 in the office of AGES Consultants at Quetta.

### **PARTICIPANTS**

1. Mr. Saleem Raza	PM (AGES) KQC Project.
2. Col Syed Zeshan Wali	PM (FWO) KQC Project
3. Mr. Ramesh Raja	PD NHA.
4. Mr. Gul Sayad	PM (EGC) KQC Project.
5. Mr. Muhammad Kalim Nasir	M&E Expert (AGES) SEC-2.
6. Qazi Amanullah	M&E Expert (AGES) SEC-4.
7. Mr. Gul Muhammad Khoso	ECO (AGES).
8. Mr. Masood Ahmed.	Material Specialist (AGES).
9. Mr. Inayatullah Shah	Field Manager (AGES) SEC-2.
10. Maj @ Shahid Tanveer	Security Office (AGES).
11. Mr. Muhammad Akmal	CQS (FWO)
12. Mr. Zahir Gul.	Manager A/F (AGES).
13. Mr. Nadeem Aamir	Office Engineer (AGES).
14. Mr. Aurangzeb.	Material Engineer (AGES).
15. Mr. Muhammad Zahoor	QS (AGES)

### **AGENDA**

- Project Coordination.
- Progress review and issues..
- Any other important point.

### **PROCEEDINGS**

- Meeting started with recitation from the Holy Quran. After Recitation and introduction, Project Manager welcomed the participants and shared overview of the ongoing activities, problems and issues of the project with the participants

### **ISSUE – 1**

- PM AGES highlighted that as pre requisite for certification of IPC, source approval of all construction materials being used in both sections not yet been shared with AGES.

## DECISION

- PM FWO assured the house that reports of new identified sources like surkhab nala will be submitted soon through NHA.

## ISSUE – 2

- PM AGES raised the issue of JMF for ACBC / ACWC and Concrete Mix Design for all classes of for both the sections which is yet not been shared with AGES.

## DECISION

- PD NHA assured that all the required necessary documents will soon be shared.

## ISSUE – 3

- PM AGES express the need of sharing revised drawings duly approved by the Employer for earthen dowels showing DST extended up to extreme edges with grass on slopes for both the sections and revised drawings for all the Cause Ways of Section – 4 showing NSL.

## DECISION

- PM FWO responded that revised drawing duly certified by EGC will soon be shared through NHA.

## ISSUE – 4

- Retaining walls drawings of Sheela Bagh realigned portion yet not been shared with AGES.

## DECISION

- It was decided in the meeting that any omitted scope of work identified by any stakeholder should be officially convey through NHA.

## ISSUE – 5

- Design / Drawings of Hill side drain in Khojak pass area of section – 4 are not yet shared with AGES.

## **DECISION**

- PD NHA decided that on start of activity shop drawings will be shared officially.

## **ISSUE – 6**

- PM AGES raised the issues regarding Design / Drawings of structures, profile from Km 107 to Km 116 and battery cell culverts raised design / drawings at Km 68+450 and Km68+950 at section – 4 not yet been shared.

## **DECISION**

- PM FWO assured the house that required Design / Drawings will soon be shared through NHA.

## **ISSUE – 7**

- Design / Drawings of bridge at Km 79+500 section – 4 not yet shared.

## **DECISION**

- PD NHA informed the house that matter is under discussion on higher forum and after finalization information will be shared officially with all stake holders.

## **ISSUE – 8**

- Design / Drawings of D/S protection works of all the Slab / Box Culverts for both the sections, where the bed level is lower than the bed level of culverts not yet shared with AGES.

## **DECISION**

- PD NHA gave the assurance of sharing the required documents soon.

## **ISSUE – 9**

- PM AGES informed the house that the Toe in both the sections is short or out of right of way.

## **DECISION**

- PM FWO assured that deficient work will be rectified.

## **ISSUE – 10**

- Retaining walls constructed by the previous Contractor have been damaged during hill side cutting by FWO in Khojak Pass section 4. Parapets walls are

missing. Some of the retaining walls constructed by the previous Contractor are incomplete. Who will complete these short comings and discrepancies?

#### **DECISION**

- PM FWO assured that deficient work will be rectified by the FWO.

#### **ISSUE – 11**

- Complete design / drawings of village road ramps are required as there is sufficient quantity of ACWC has been provided in the BOQ for the purpose.

#### **DECISION**

- PD FWO instructed the EGC and FWO that length of each road ramps should be mentioned in the drawings.

#### **ISSUE – 12**

- At Km 110+055 in section 4, extension of Slab Culvert has been proposed but the abutment of existing culvert has been damaged badly.

#### **DECISION**

- PM FWO informed that initial discussion has been completed for new culvert and final decision will be conveyed officially through NHA.

#### **ISSUE – 13**

- PM AGES draw the attention of house towards the design / drawing of rip rap for pipe culverts looks very ugly in section 4 after its construction which needed to be reconsidered.

#### **DECISION**

- PM FWO agreed on resubmission of design after reconsideration.

#### **ISSUE – 14**

- Rip rap quantities have been provided in the BOQ (Which is basis for PIL) for Box as well as Pipe Culverts in section 2, but drawing does not reflect the detail of rip rap quantities which resulting in in reduction of embankment width day by day even in dry season what to talk of rainy season.

#### **DECISION**

- PD NHA clarify that BOQ supersedes the drawing.



## ISSUE – 15

- Retaining walls / Wing walls of Pipe Culverts constructed in section – 2, neither as per Drawing / BOQ / NHA Specification.

## DECISION

- PD NHA proposes that a joint site survey should be conducted for the revised Drawing.

## ISSUE – 16

- PM AGES emphasis that additional work should be prioritized after deduction of cost of rigid pavement (with proper justification) and as approved in the PC – 1.

## DECISION

- PD NHA informed the house that priorities are set in project review meeting on 9<sup>th</sup> February, 2105 at Islamabad which are as under.

### **First Priority**

- i) Kuchlak Bypass.
- ii) Construction of Weigh Bridge.

### **Second Priority**

- i) Dual Carriage way on Quetta Bypass.
- ii) Killa Abdullah Bypass.

## ISSUE – 17

- PM AGES shows his concerns on slow pace of progress in Section 2.

## DECISION

- PM FWO mentioned that cold season and shortage of funds are the main causes of slow progress.

## ISSUE – 18

- Bed level of Built up Drain from Km 79+980 (SEC – 2) are much lower than disposal point. During excavation work PTCL lines have been exposed which can be damaged. As already pointed out all the utilities should be shifted outside the carriage way to avoid any complication.

## DECISION

- PM FWO promised to review the matter and PD NHA explained that matter is already cleared in discussions with concerned department

## **ISSUE – 19**

- From Km 97+870 to Km 98+520 in section 2 , there in no arrangement of sprinkling of water for quite considerable time on diversions which resulting in a environmental hazards. At this location Contractor can easily open the traffic on main carriageway.

## **DECISION**

- PM FWO informed that the matter is on top priority and will be resolved soon.

## **ISSUE – 20**

- Vertical and diagonal cracks in Brick masonry in section 4 at various locations have been noticed, remedial measures stopping of cracks in the Brock work.

## **DECISION**

- PM FWO informed that EGC is revising the design for better quality of work in the future.

## **ISSUE – 21**

- Excavated material have been dumped on downstream of Box culverts at Km 106+833, 107+312, 107+450 and 107+750 in Section – 4.

## **DECISION**

- PM FWO clarify the matter by explaining that part of that dumped material will be used in backfill and remaining part will be leveled.

## **ISSUE – 22**

- At Km 109+880 (Section – 4) on downstream of Box Culvert houses has been constructed so the disposal of rain water is not possible.

## **DECISION**

- PD NHA assured that matter will be looked up in detail.

## **ISSUE – 23**

- PM AGES showed his concerns that most culverts are given in inventory but not traceable at site in section – 4.

## DECISION

- PD NHA suggested that a detail report should be submitted by FWO to clarify the matter.

## ISSUE – 24

- PM AGES showed displeasure on absence of EGC staff at site for proper supervision and quality control. During pouring of concrete of Box culvert (Extension) at Km 87+852 Section – 4 non of the EGC staff was available at site.

## DECISION

- PM EGC assured the house that general presence of staff will be made sure in the future.

## ISSUE – 25

- PM AGES pointed out that riding quality of ACWC is observed to be wavy laid on ACBC executed by previous Contractor. Almost 7 Kms laid by previous Contractor has developed cracks and ACWC laid on such surface resulted in wavy riding quality.

## DECISION

- PD NHA informed the house that matter is already discussed on higher forum and most worst and distressed work will be removed and rebuild and acceptable work will be repaired and rectified assured the house that general presence of staff will be made sure in the future.

## ISSUE – 26

- PM AGES mentioned that there is vast difference between quantities provided by NHA, Contract quantities and on site quantities.

## DECISION

- PD NHA suggested that AGES if team work out actual quantities than NHA will endorsed these quantities officially to reduce the confusions.

## ISSUE – 27

- PM FWO requested for review of Slag period time

## DECISION

- PD NHA suggested that Contractor can carry on activities with method statement on appropriate temperature.

## ISSUE – 28

- PM FWO requested for alternate source for material should be identified to avoid the monopoly of one person and to increase the pace of work.

## DECISION

- PD NHA suggested that FWO should identify the new source through official letter and after joint testing of new identified source can be recommended.

PM was grateful to the participants for their input which would prove beneficial and meeting ended with note of thanks from the Chair.

## **MINUTES OF MEETING**

### **(Addendum)**

**Date:** 12.02.2015.

**Venue:** AGES Office Quetta.

In continuation of Minutes of Meeting of Project coordination meeting that was held on 12<sup>th</sup> February, 2015 in the office of AGES Consultants at Quetta, following issues were also discussed:

#### **ISSUE -29**

- M&E Specialist Section 4 informed that although the work on Culvert at Km 68+450 has resumed but is slow and the results of non destructive test on concrete of base slab not shared so far. PM FWO apprised about the outcome of results and PD NHA asked PM EGC for sharing the results through NHA.

#### **DECISION**

- PD NHA will make available the results.

#### **ISSUE - 30**

- M&E specialist gave his observation that Side slopes and benching at Khojak Pass section 4 in hill side cutting are not in accordance with design / drawings. PM FWO responded that quantities in cutting have already exceeded substantially from the one given in BOQ and the matter has been taken up with Headquarter and with NHA for decision. PD NHA was of the opinion that being EPC contract, this point is not relevant and cutting is to be done according to drawings. He ,however, told that matter will be brought to the notice of higher-ups. .

#### **DECISION**

- PM EGC will check the ground situation again and apprise PD NHA about it..

#### **ISSUE - 31**

- E&M Specialist Section 2 pointed out that Utility services i.e telephone cables / lines, sui gas pipe lines, water supply lines etc not yet shifted outside the construction limits by the Employer. At some of culvert locations Sui gas pipe line is now exposed after completion of structures. PM NHA informed that matter has been taken up with departments concerned PTCL is lying other lines outside ROW.

## **DECISION**

- PM NHA will keep track of followup.

## **ISSUE - 32**

- PM AGES 32) gave observation that Locals are excavating material from nullah bed between Railway Bridge and KQC Road Bridge at Km70+815 Section - 4. The matter was previously brought in the notice of PD NHA by AGES team. He suggested that matter may be taken up by NHA with Local administration.

## **DECISION**

- The matter will be taken up by NHA with authorities concerned.

## **ISSUE - 33**

- PM AGES enquired about the procedure being adopted for testing of Pipes. It was informed by PD NHA that as per NHA specifications, 2 % of pipes to be used are tested at source. Since this facility was not available at the factory, samples were sent to NED University Karachi for testing. He added that results will be shared with AGES team.

## **DECISION**

- FWO will share the results with AGES team through NHA.

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## **Project Photographs**

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## **Khadkocha to Quetta (Section – 2)**

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Pouring and compaction of box culvert top slab concrete is in progress at Km 90+966 dated. 2-2-2105



QAM AGES checking the DST width in presence of PM AGES at Km 62+020 dated. 4-2-2015



A view of backfill compaction for box culvert at Km 98+131 dated. 11-2-2015



Compacted drain bed at Km 79+630 dated. 11-2-2015



Steel reinforcement of box culvert wing wall in progress at Km 96+615 dated. 11-2-2015



AGES staff checking the spacing of steel reinforcement for box culvert wing wall at Km 96+615 dated. 16-2-2015





Brick masonry work on built up drain is in progress at Km 79+630 dated.16-2-2015



Compaction of embankment is in progress at Km 88+440 dated. 16-2-2015



FDT on embankment at Km 88+530 dated. 18-2-2015



A view of completed 3 cell box culvert at Km 98+131 dated. 21-2-2015



Completed stone masonry retaining wall (except parapets) at Km 98+032 dated. 21-2-2015



Grading and spreading of ABC is in progress at Km 98+700 dated.21-2-2015

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## **Jangle Piralizai to Chaman (Section – 4)**

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A view of, compaction of backfill for box culvert at Km 3+950. Dated 1-2-2015



Brick masonry work is in progress at Km 72+750  
Dated 10-2-2105



AGES staff checking the levels of Sub base (2nd layer) at Km 108+325. Dated 12-2-2015 4



ABC compaction in progress at Km 3+850  
Dated 15-2-2105



Pouring of concrete for built up drain at Km 61+050 is in progress. Dated 15-2-2105



Completed double barrel pipe culvert at Km 109+315 Dated 15-2-2015





Pouring of Class-B concrete for pipe culvert at Km 109+164 is in progress. Dated 17-2-2105



Curing of built up drain top slab at Km 72+800  
Dated 17-2-2015



AGES staff checking the width of ABC shoulder  
at Km 104+100. Dated 22-2-2015



AGES staff checking the width of ACBC at  
Km 3+150 (Realign-Portion) 22-2-2015



AGES PM discussing about the quality & further  
improvement in rip-rap of pipe culvert at  
Km 69+00. Dated 24-2-2105 12



Hill side cutting is in progress at Km 97+400  
Dated 22-2-2015

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## Lab Pictorial Data

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FDT of 2<sup>nd</sup> Layer Backfilling of Culvert at Km 3+940  
Dated: 4<sup>th</sup> February 2015



Steel Sampling in Shela Bagh Yard



Marshall Test of Asphalt Sample of ACBC from  
Km.3+170 -Km 3+325 Dated: 25<sup>th</sup> February 2015



Bitumen Extraction Test from Asphalt Sample from  
ACBC Km3+170 - Km3+325 Dated: 25<sup>th</sup> February 2015



7 Days Cylinder Test for Concrete of Top Slab of  
Drain at Km 59+975 – Km 60+030  
Dated: 25<sup>th</sup> Feb 2015



Stability Test Asphalt Material for ACBC  
Km 3+260 Dated: 27<sup>th</sup> Feb 2015





A view of steel testing laboratory at UET Peshawar



Cutting of steel for testing to their required size at UET Peshawar



A view of Electric Supply lines crossing main carriage way on Pringabad bypass at various locations





Rain cuts observed at Km 3+600 (Shela Bagh Bypass) Section – 4.



Rain Cuts at Km 95+500 (Khojak Pass) Section – 4.